



IBC COMPOSITE SKETCH PLAN

Irvine Business Complex Urban Village Project
City of Irvine, California
September 25, 1989



*Architects &
Planners*

Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates

*Transportation
Economics
Implementation
Civil Engineering*

Barton-Aschman Associates
Keyser Marston Associates
Sedway Cooke Associates
The Keith Companies

IBC COMPOSITE SKETCHPLAN

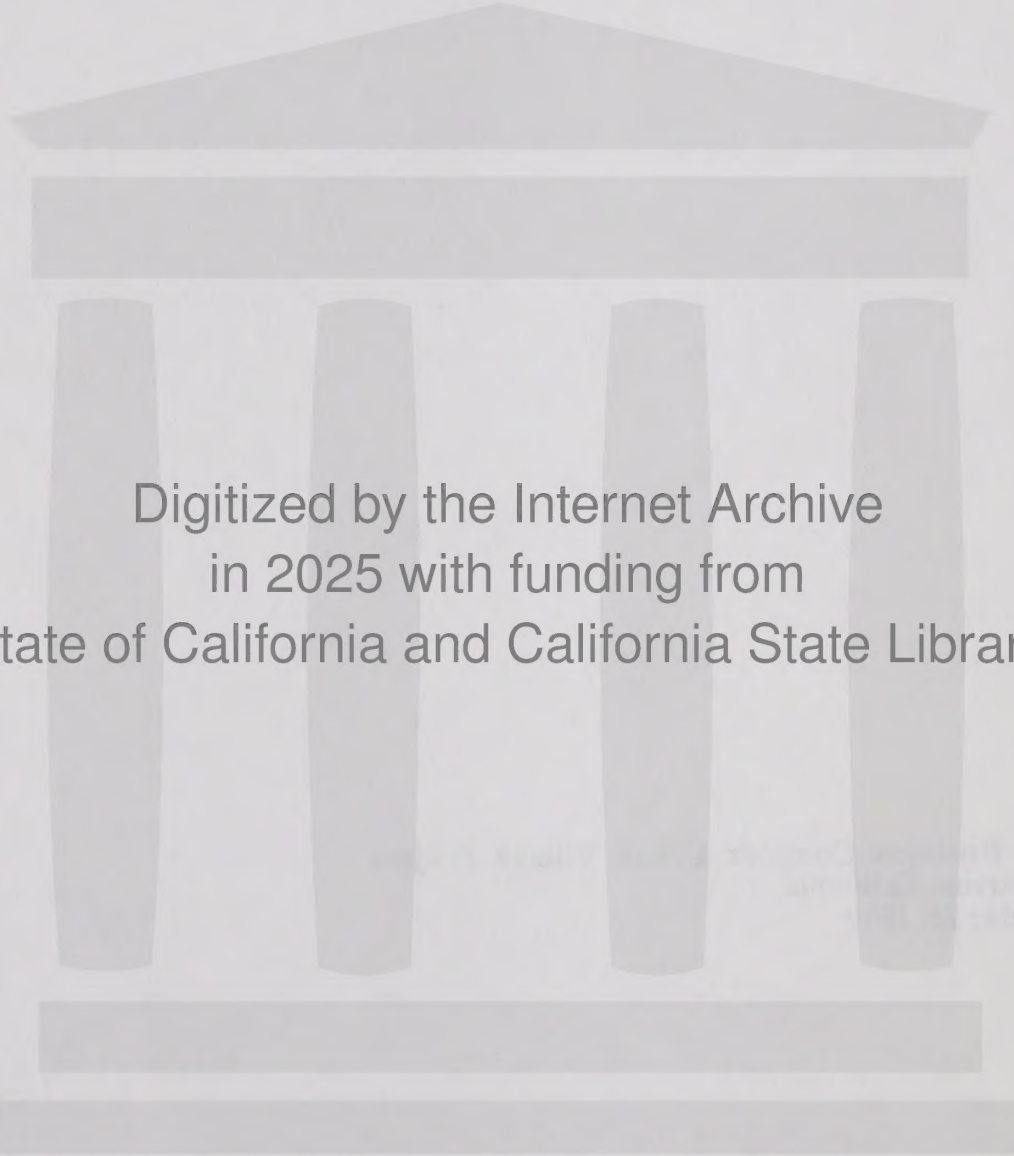
Irvine Business Complex Urban Village Project
City of Irvine, California
September 25, 1989

*Architects &
Planners*

*Transportation
Economics
Implementation
Civil Engineering*

**Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates**

**Barton-Aschman Associates
Keyser Marston Associates
Sedway Cooke Associates
The Keith Companies**



Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

<https://archive.org/details/C124922726>

INTRODUCTION

IBC Composite Sketch Plan
INTRODUCTION

PREFACE**The IBC Rezoning: History and Purpose**

The document before you, the Irvine Business Complex (IBC) Composite Sketch Plan, is the product of a collaborative effort between City and community representatives and a City of Irvine staff and consultant team. Before discussing the details of the IBC Composite Sketch Plan, however, it may be useful to explain the Irvine City Council's decision to rezone the IBC. To begin, there are two reasons for the rezoning:

- o The current zoning ordinance allows for an unlimited amount of development to occur within the IBC. In addition, there is a limited amount of development that the planned transportation system can accommodate.
- o The City has approved more development than what the planned transportation system can accommodate.

The following discussion explains these issues and their history in greater detail.

During the late 1970s, the Irvine Business Complex was evolving into an important southern California business address. Originally masterplanned as a 2500 acre industrial park, both City zoning and private CC&R's prevented such uses as residential and retail. With its emergence as a major business center, however, pressures to convert the existing uses within the complex to office uses grew. With this transition came significant traffic impacts. In order to gain control of the traffic impacts, the City Council approved a rezoning of the complex in 1982. The adopted ordinance was unique for its time. Through an elaborate bonus system, the City hoped to reduce the number of office conversion proposals by encouraging landowners and developers to construct dynamic mixed-use developments that placed housing and services near jobs. Specific items that would generate bonuses included high density housing, atriums and public art, retail, hotels and road improvements. In essence, the City permitted more development if developers provided added benefit to the City through their projects.

As a general rule, the results of the bonus system were poor. For the most part, the complex continued to build office at a steady rate. Development proposals that were submitted rarely used the bonus provisions and, perhaps as a result, were introverted; designs neither encouraged nor led to the dynamic mixed-use environment envisioned by the ordinance. It was not until later, however, that the most important discovery was made: the ordinance was seriously flawed.

By mid-1987 several major development proposals were submitted that caused staff to re-examine the ordinance. These proposals sought to use the bonus provisions of the ordinance. In reviewing the ordinance for these proposals, staff discovered that the bonus provisions were constructed in a way that permitted an unlimited amount of development to occur in the IBC. Specifically, developers using the bonus provisions could receive approval for an unlimited amount of development on their parcel. A further complication was the discovery that approvals of total development for the IBC were far in excess of the capacity of the transportation system planned for the complex.

As a temporary measure the City Council instituted an emergency measure called An Interim Urgency Ordinance which effectively limited the development of the complex to the amount capable of being supported by the transportation system.

As a result, the development intensity of the IBC and the mechanisms to control it have become the central issues for the City. Although several regulatory and planning documents had attempted to control intensity within the IBC, because of their inherent inconsistencies those objectives were never achieved.

IBC Composite Sketch Plan
INTRODUCTION

In response to the discoveries, the City Council immediately instituted an emergency measure called an Interim Urgency Ordinance which effectively limited development within the complex to the amount capable of being supported by the transportation system. As an initial step towards formally limiting the IBC's development, General Plan Amendment #16 (GPA-16) is currently being reviewed by the City Council. GPA-16 is a city-wide General Plan amendment that will establishing intensity limits for all planning areas of the city, including IBC.

Square Footage Relationships

To provide a better illustration of the current development intensity situation in the IBC, the following discussion and graph is presented:

- o. Total Existing Development in IBC as of 6/1/89
- o. Total Existing City Commitments in IBC as of 6/1/89
- o. The 1982 Zoning Ordinance Limitation
- o. The 1982 Environmental Impact Report (EIR) Limitation for IBC
- o. The 1989 GPA 16 Limitation for IBC

Existing IBC Development

Existing development (total building space constructed to date) in the IBC as of June 1, 1989 is 40 million gross square feet and is illustrated as Bar #1.

Total City Commitments in the IBC

Total City development commitment in the IBC as of June 1, 1989 is 56 million square feet. This figure is comprised of existing development, plus approved development (the total square footage of development that has received City review and approval such as conditional use permits, zoning compliances, and building permits), plus of-right development (vesting maps and standard zoning allocations). Bar #2 illustrates total City commitments.

1982 Ordinance Limitations for the IBC

As discussed earlier, the bonus system contained within the IBC ordinance includes no limit on industrial, office, retail or hotel development. As a result, the only use permitted to date having any development limitations is residential. The limit for residential is 45 dwelling units per acre,

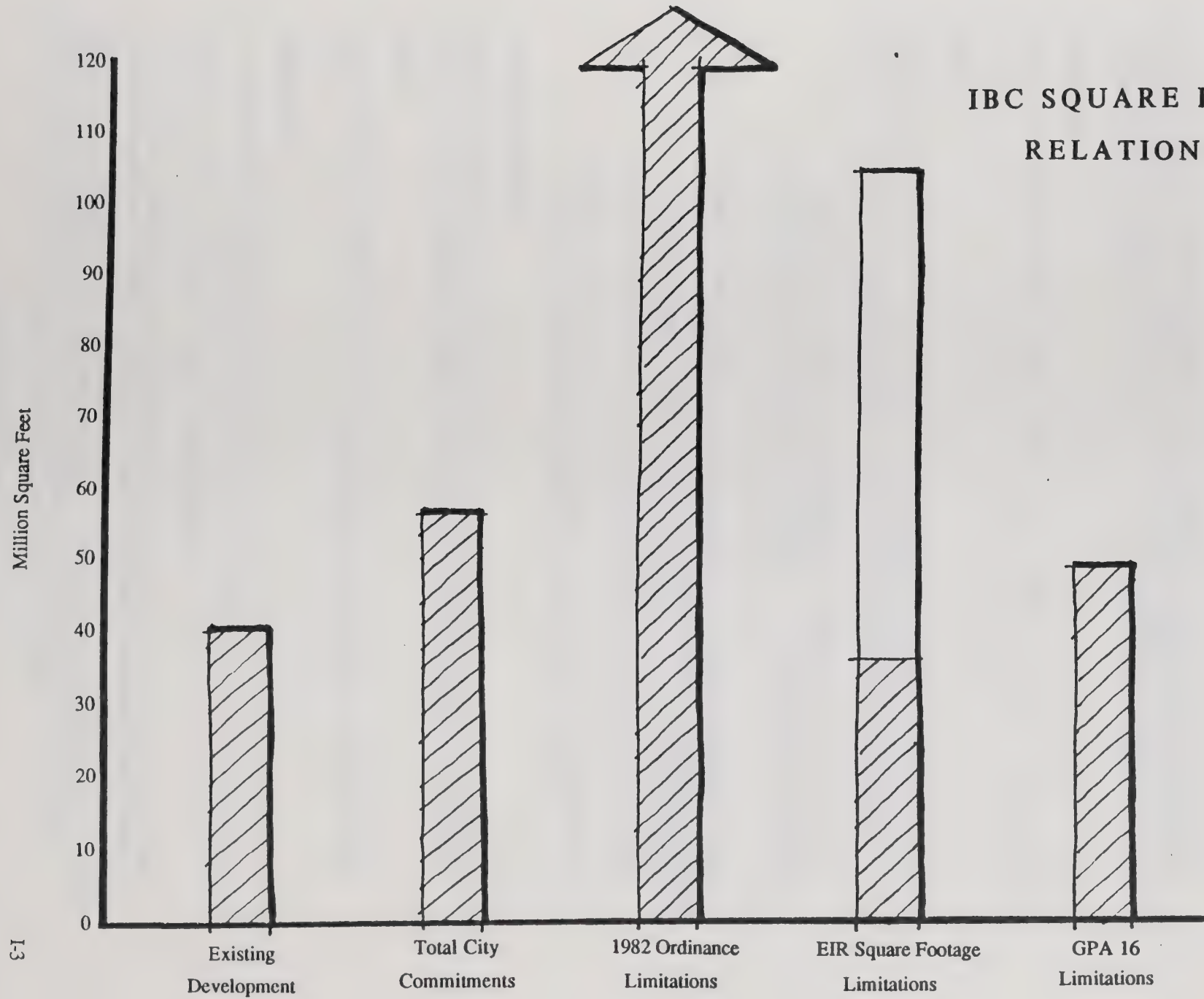
Since the existing limits on development in the IBC are currently incalculable, the graphic illustrates the current ordinance as permitting an infinite number of square feet of development potential in the complex.

EIR Square Footage Limitations

The environmental documentation prepared for the 1982 rezoning included an analysis of the capacity of the IBC circulation infrastructure system. This analysis estimated that if the complex was developed under a scenario where only office uses were built, then the planned circulation infrastructure could accommodate about 35 million feet.

In contrast, assuming office uses generate about three times the traffic of industrial uses and assuming the complex built out with industrial uses only, the capacity of the planned infrastructure system could accommodate about 105 million square feet. Since the method to calculate the capacity of the circulation system above differs on a use basis, Bar #3 in the graphic represents a grossly simplified attempt to illustrate the range of accommodation the circulation system could provide.

IBC SQUARE FOOTAGE RELATIONSHIPS



IBC Composite Sketch Plan
INTRODUCTION

General Plan Amendment (GPA) 16 Limitations

GPA 16 is a citywide General Plan Amendment which in accordance with State law, establishes intensity limits for all planning areas including the IBC. Based on the GPA 16 intensity limit, the IBC will be limited to 48.25 million gross square feet of development and a total of 3571 dwelling units. Bar #5 illustrates the proposed GPA 16 intensity limit.

Other Issues

Numerous other major issues need to be addressed with regard to development in the IBC. These are discussed below.

Housing

Housing is not a new idea for IBC. As explained earlier, housing has been a permitted use in the IBC since the village-wide zoning ordinance was revised in 1982. With the opening of 403 rental units at the Charter Apartments site earlier this year, housing is now a reality in the IBC. But other key issues still remain.

- o **LIMITS:** Current limits of housing development are in question. The current ordinance permits the construction over 112,000 dwelling units. Clearly, it remains to be seen what the actual limit on residential development should be. The current residential allocation per zoning ordinance is quite high and deserves future analysis.
- o **SUPPORT:** With the introduction of housing in the IBC, little thought has been given to the kinds of uses and facilities that are needed to support housing. The mixed-use provisions of the ordinance permit a wide range of uses in the IBC but do not require any such support services. As a consequence, future residents of the IBC will invariably add to the already overburdened circulation system to go shopping, attend school or simply go to the park.
- o **DENSITY:** Should the City wish to implement mass transit as a circulation solution, the City must also examine housing densities that would support such a system.

Development Standards

Development standards originally drafted in the 1960's and intended for light intensity industrial development are still in use and are being applied to highly intense urban development proposals nearly 25 years later.

Land Use

The current patterns of land uses and intensities are haphazard as a result of the mixed-use provision of the ordinance.

Transportation

Few other means of transportation other than the automobile are encouraged in the IBC.

Working towards a solution: Urban Village Concept

The Urban Village effort emerged in mid-1988 after the discovery one year prior that the total development within the Irvine Business Complex would exceed the planned circulation infrastructure system when all development was completely constructed. Immediately after the discovery, City staff sought alternatives to the single occupant automobile-oriented transportation solution. However, most problems attempting to resolve the problem centered on adding or widening roads, or reducing the amount of development that could be allowed. During this work effort, a group of interested citizens voiced their concerns.

IBC Composite Sketch Plan
INTRODUCTION

The citizens explained that the IBC was at a critical point in its development. They saw the IBC emerging as a series of sites that encouraged the use of the car and discouraged other modes of transportation. Developments were large and inward looking, many were designed in ways that discouraged pedestrian activity. Housing opportunities were limited and a severe jobs to housing imbalance was emerging. It was felt that the IBC was developing as a section within the city with no particular plan except for those of the individual sites. The citizens stressed that the IBC needed a plan that would at once provide a strategy to solve the many problems of the IBC while also requiring the complex to be developed in a coherent fashion. They proposed that the City pursue the design of an "Urban Village" within the IBC to contrast with the many suburban villages already existing within Irvine. The implementation of a plan would enable the City to guide the future of the IBC.

These concerns were soon voiced to the Irvine City Council, who responded by organizing an ad-hoc Urban Village Task Force. The Task Force was required to generate a list of goals and objectives for the plan. Additionally, the Task Force could also make recommendations to the City Council on the direction the project should take.

At this time a subgroup of the Urban Village Task Force was appointed by the City Council. Named the Urban Village Steering Committee, the groups' primary responsibility was to provide recommendations, direction, policy and input throughout the project planning process.

The Urban Village Approach

In contrast to the original approach to resolve the over approval issue, which centered on accommodating auto traffic from 56 million square feet of development, the urban village concept looked to alternatives. First, locating people closer to jobs, housing and services they need for their daily lives in the prime element of the approach. In this way, the factors motivating auto travel as a means of transport are reduced, Second, other methods of transportation are introduced or enhanced to further reduce the reliance upon the single occupant automobile.

IBC Composite Sketch Plan
INTRODUCTION

INTRODUCTION

The Composite Sketch Plan is a major component of the Irvine Business Complex (IBC) Rezoning/Urban Village effort. The concepts presented in the Composite Sketch Plan are the result of a planning process which started with a two-week idea-generating workshop and progressed into a more detailed definition of the plan.

During the past few months, city staff, consultants and the IBC Steering Committee have generated ideas and developed concepts which have collectively helped to identify a "Vision" of the future IBC. The Composite Sketch Plan was compiled to present this vision in an integrated, conceptual context.

To gain a greater understanding of the role and nature of the Composite Sketch Plan, it is important an understanding of the Urban Village Plan be established.

Urban Village Plan

The following figure illustrates the schedule of the Urban Village Plan. However, it is useful to explain the graphic in greater detail. As stated in the graphic, October through December 1988 represents a period when the various goals and objectives were generated and prioritized by the Task Force. By March of 1989, a consultant team was assembled. A process was begun to assist in the orientation of the team and to gather important background information about the project area. A research effort was launched which, when completed, represented a major starting point for the documentation of the project. This included an analysis of the existing IBC and neighboring villages as well as adjacent jurisdictions such as UCI, the John Wayne Airport, USMCAS Tustin, Newport Beach, Costa Mesa, Tustin and Santa Ana. At the completion of this exercise, the results were compiled in a document titled "Technical Memorandum - Existing Conditions."

With this assessment of existing conditions under way it was then possible to begin generating ideas and concepts for the plan.

In late April of this year, the city and consultant staff conducted an intensive two week idea-generating session (Charette). The Charette was attended by elected and appointed city representatives as well as nationally recognized experts in a variety of pertinent fields such as: economics, architecture, transit, transportation, urban design, civil engineering and landscape architecture. At the completion of the Charette session, a summary of the discussions titled: "Charette Notes" was prepared and distributed. The Charette Notes represent, in many ways, a first glance at some of the more important concepts of the future Urban Village Plan.

Having completed the Summary of Existing Conditions and the Charette Notes, the next task was to identify which strategies and options were available to the city to develop the Urban Village Plan.

Consequently, the next stage in the project was the preparation of a "Preliminary Program Definition:. This document defined possible strategies and options and also included recommendations. The component was presented to the Steering Committee in a series of papers over a two month period. These included: Urban Framework, Land Use, Transportation and Implementation.

With the completion of the Preliminary Program definition, there existed an inventory of design and background work which could then be assembled to convey a vision of the evolving plan to the public. Therefore, to obtain input from the community on the plan it was important to organize the key components and ideas generated to date into a coherent package that would communicate the plan effectively.

The Document developed to accomplish this communication is the Composite Sketch Plan.

DATE

TASK

DOCUMENT

1988
SEPTEMBER
OCTOBER
NOVEMBER
DECEMBER

1989
JANUARY
FEBRUARY
MARCH
APRIL
MAY
JUNE
JULY
AUGUST
SEPTEMBER
OCTOBER
NOVEMBER
DECEMBER

1989
JANUARY
FEBRUARY
MARCH
APRIL

1990
JANUARY
FEBRUARY
MARCH
APRIL

TASK FORCE FORMULATES GOALS AND OBJECTIVES

CONSULTANT SELECTION

CONSULTANT ORIENTATION

ANALYSIS OF EXISTING CONDITIONS

PRELIMINARY PROGRAM DEFINED

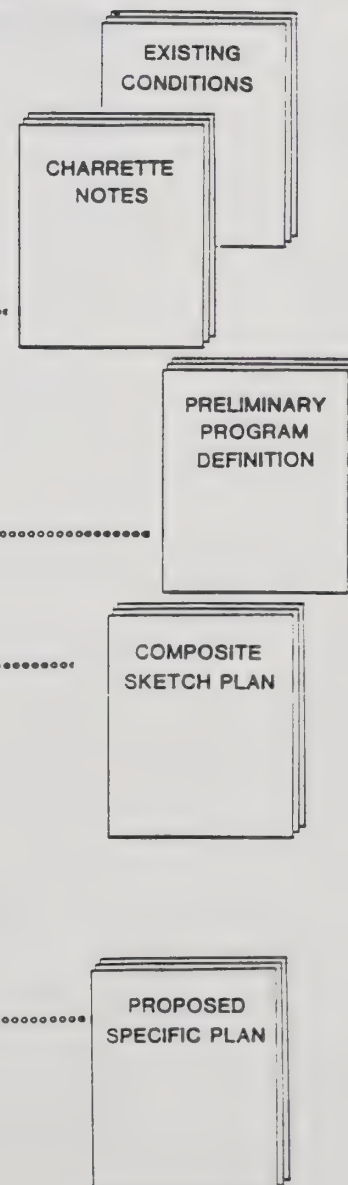
COMPOSITE SKETCH PLAN PREPARED

EVALUATION AND ANALYSIS OF PRODUCT AND CONCEPTS TO DATE

SPECIFIC PLAN DRAFTED

APPROVAL PROCESS

FOR DISCUSSION PURPOSES ONLY



IBC Composite Sketch Plan
INTRODUCTION

FUTURE DIRECTION

With the Composite Sketch Plan complete, it is now possible to begin an evaluation of the plan. Of primary importance is how the concepts will be received by the community. In addition, an evaluation of the feasibility of the various components of the plan will be conducted.

Beginning in late December of this year, a Draft Specific Plan will be prepared which will incorporate changes recommended at the conclusion of the evaluation and analysis phase. This document will include virtually the entire plan, including implementation strategies.

Finally, a draft Specific Plan and Environmental Impact Report will be distributed for public review. Review by the City of Irvine Commissions and Council will follow immediately thereafter. During this period, comments regarding the content of the plan can be heard. The draft review process is scheduled to begin during March of next year.

IBC Composite Sketch Plan
INTRODUCTION

AREA OVERVIEW

To understand the regional context within which the IBC is situated and the relationship between the IBC and the region is an important step in the analysis of the role and position of the future IBC.

Regional Overview

The City of Irvine is located in Central Orange County, approximately 40 miles south of downtown Los Angeles and approximately 90 miles north of downtown San Diego. Served by three regional freeways (I-405, I-5, SR55), passenger and freight rail service and an airport of national prominence, the City is well placed to maintain its position as a leader in the Orange County housing and office markets. As illustrated in the following exhibit, the Airport Area consists of the cities of Irvine, Costa Mesa, Santa Ana, Tustin and Newport Beach. All of these cities share boundaries with the IBC.

In addition to shared boundaries, these Airport Area cities share high potentials for continued growth, especially in the office, hotel and housing markets. Future competition in the office and single family housing market is expected from the southern portions of Orange County.

Based on the findings of market research conducted by the IBC team, the Airport Area has captured approximately 50% of the existing office market in Orange County. The IBC, the premier office address in the Airport Area, has captured approximately 50% of the Airport Area market. Market forecasts call for a doubling of office space in Orange County in the next 20 years and for the IBC to retain its approximately 25% share of the Orange County office market.

The Airport Area has succeeded in capturing the business/commercial traveler niche of the hotel market in Orange County, surrendering the luxury resort market to South County and the tourist/convention market to North County (Anaheim). Market forecasts anticipate demand for approximately 4100 additional rooms (8-10 hotels) for the IBC within the next 20 years. Strong demand for retail will follow hotel and office construction.

By the year 2010, new residential unit demand is expected to reach 372,000 in Orange County. The IBC may be expected to absorb up to 21,000 market rate multifamily housing units and 2000-3000 units of affordable housing.

With shared regional growth potential also comes shared regional problems. Traffic, the most pressing regional problem, is being addressed by the City of Irvine in a number of ways. First, the City has set up the Irvine Transit Authority (ITA) to coordinate alternative City-wide transportation efforts. Secondly, the City is participating in regional efforts to develop alternative transportation modes for intra and inter-city trips. Thirdly, the City is participating in and supporting regional Air Quality Management programs. Key among these programs is attainment and maintenance of mandated jobs/housing balances. The aim of the jobs/housing balance program is to reduce traffic (and air pollution) by locating housing near job opportunities.

In an effort to reduce the negative regional impacts of solid and hazardous waste, the City is participating in regional waste management and other programs that have regional impacts.

City Overview

The City of Irvine is a master planned community consisting of suburban residential villages and business centers containing office, industrial, and general business uses. The Activity Corridor, located between Alton and Barranca Parkways passes through residential areas and connects the two main business complexes - the IBC and the Spectrum. The Spectrum is the City's newest R&D oriented business center (see following exhibit).

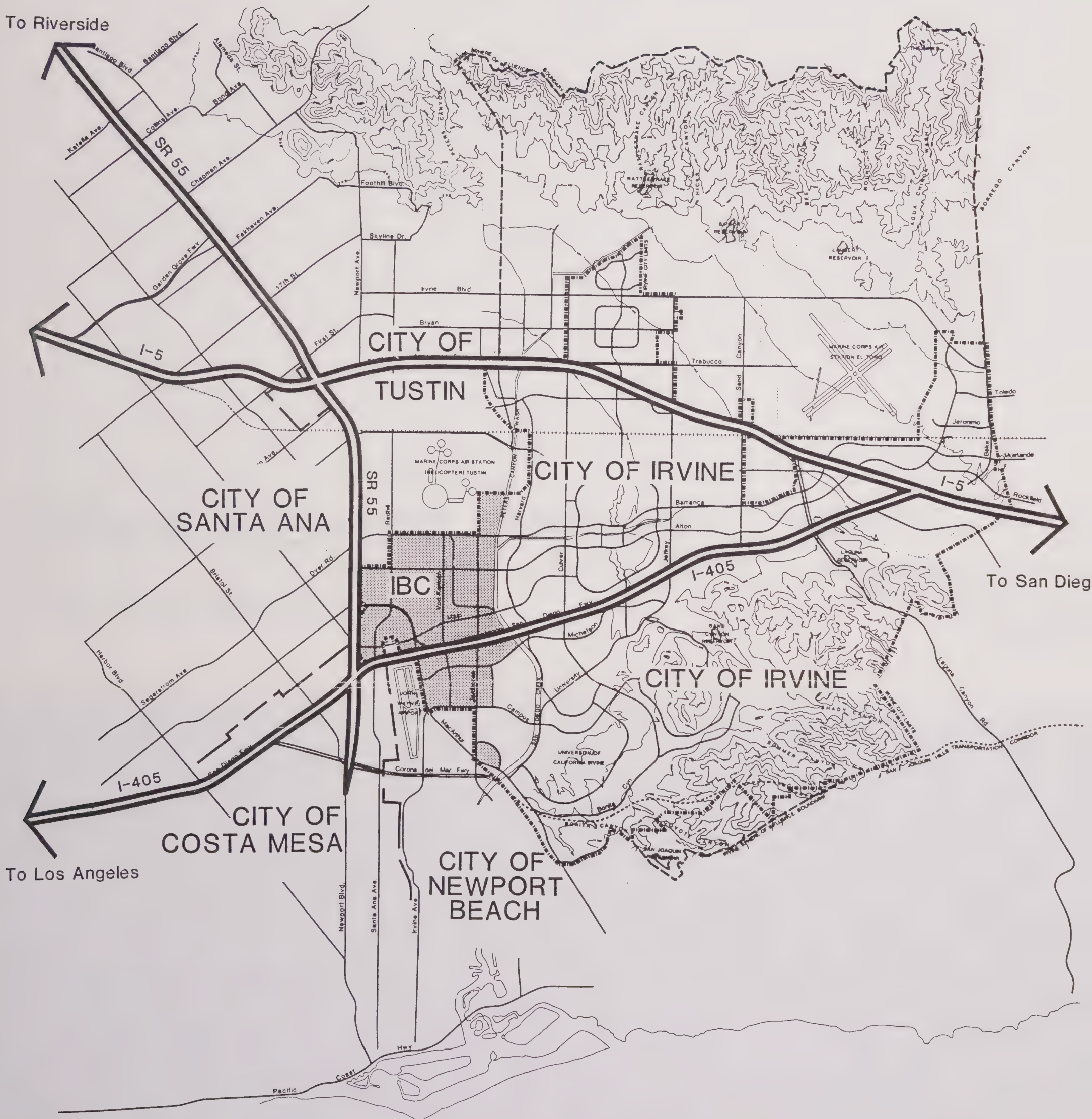


FIGURE I-3
IRVINE BUSINESS COMPLEX
CITY OF IRVINE, CALIFORNIA.
REGIONAL OVERVIEW

2000 ft

8000 ft

0 ft

4000 ft

3.0 miles

Scale Information Provided by City of Irvine

Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates
BARTON ASCHMAN ASSOCIATES
KEYSER MARSTON ASSOCIATES
SEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES



FIGURE I-4
IRVINE BUSINESS COMPLEX
 CITY OF IRVINE, CALIFORNIA.
CITY OVERVIEW

IBC Composite Sketch Plan
INTRODUCTION

On the east, separated by the San Diego Creek Channel, the IBC abuts the recently developed village of Westpark. Although a predominantly residential village, Westpark includes a District Level Commercial Center and the Irvine Civic Center.

The San Joaquin Marsh is located south of the 405 Freeway and abuts most of the eastern edge of the Irvine Business Complex. The San Joaquin Marsh, a preserved natural area, is the upper-most extension of Upper Newport Bay and is the only remaining portion of a once extensive marsh which covered a good portion of Irvine flatlands.

In the southern portion of the IBC, adjacent to the marsh, are two significant sites; a portion of Planning Area 23 owned by the Irvine Company, and the University of California, Irvine-North Campus. These properties are not included within the IBC study area but have been considered during the planning process.

A 40-acre site bounded by the San Joaquin Marsh and adjacent to the City of Newport Beach is the only area of the IBC located in the Coastal Zone. The City of Irvine has an approved Coastal Plan which must be followed if any additional development or substantial modification of the existing improvements occurs on this site.

The City of Newport Beach is located south of IBC. There is no distinct edge between the IBC and the City of Newport Beach, as similar multi-use developments overlap each other forming a rather cohesive urban form across the border.

The John Wayne Airport is located to the southwest of the Irvine Business Complex. The airport serves all of Orange County and is currently undergoing major remodelling and expansion. The capacity of the airport is anticipated to double after the expansion is completed. The airport is currently served by several hotels and restaurants within the cities of Newport Beach and Irvine.

The Newport Freeway (SR-55) forms the northwest edge of the IBC and separates it from the Cities of Costa Mesa and Santa Ana. Although currently strong, this edge will become less pronounced over time as additional freeway overcrossings are constructed and major multi-use projects are built-out. Because of the scale and quality, projects such as Hutton Center, MacArthur Place, and Pacific Center in Santa Ana and a planned project in Costa Mesa will help to visually extend the IBC urban form across the freeway. As the Sakioka Farms property is developed, a major office and commercial corridor between the IBC and the South Coast Metro/Performing Arts Center will be established.

Adjacent to the IBC, on the north, is the City of Tustin and the USMC Tustin Air Station. Commercial, office and industrial facilities, much like those in the IBC, are adjacent to the City and the IBC boundary. The USMC Tustin Air Station is a helicopter training base whose operations impose some noise constraints on areas of the IBC directly adjacent to the Air Station.

COMPOSITE SKETCH PLAN OVERVIEW

COMPOSITE SKETCH PLAN OVERVIEW**INTRODUCTION**

The IBC Composite Sketch Plan provides a vision to transform the IBC into a great urban environment. The IBC will be characterized by its mix of uses, including housing, employment, shopping and cultural and recreation activities. In addition to the introduction of a variety of uses, the IBC will be woven together by a network of urban design framework elements and transportation networks, creating an exciting and truly urban environment.

Truly great urban environments are often composed of groupings of Urban Villages. An Urban Village is an area larger than a neighborhood, in which a host of urban needs, such as housing, employment, and cultural activities, are met. Generally, an Urban Village has a clearly identifiable center (core) and boundary (periphery). The core will contain the most intense uses and be the aesthetic and functional focal point for the periphery. Land use intensity will generally decline from the core to the periphery.

In the IBC, in addition to the Urban Villages, there will also be various minor centers with characteristics similar to the core village but less diverse and dense. Together, these Urban Villages, the other minor centers and villages and the industrial areas which will remain, will comprise the entire IBC.

MAJOR COMPOSITE SKETCH PLAN CONCEPTS

There are seven major concepts which comprise the IBC Composite Sketch Plan:

- The Great Street
- Residential Districts
- Freeway Corridor District/Keystone Block
- John Wayne Airport District
- General Business/Industrial Districts
- Public Transportation
- Park, Recreation and Civic/Cultural Facilities

Each of these is described below and indicated in Figure II-1. Each of these concepts is discussed in greater detail in the plan element sections which follow.

The Great Street

Great cities have at least one "Great Street". Paris has the Champs Elysee, San Francisco has Market Street and Boston has Commonwealth Avenue. Von Karman is planned to be Irvine's Great Street, lined with a mix of people-oriented uses and activities. Von Karman is centrally located in the IBC and because it spans the freeway, it unites the northern and southern segments of the IBC. Because of its mix of uses, distinctive urban design characteristics and public transit nodes, Von Karman will be a place of citywide and regional importance.

The Great Street has the following additional characteristics:

- Highest density mix of office, retail and residential uses
- Served by public transportation
- Designed as a boulevard comparable to the other great streets of the world.

Figure II-1 illustrates the location of the Great Street.

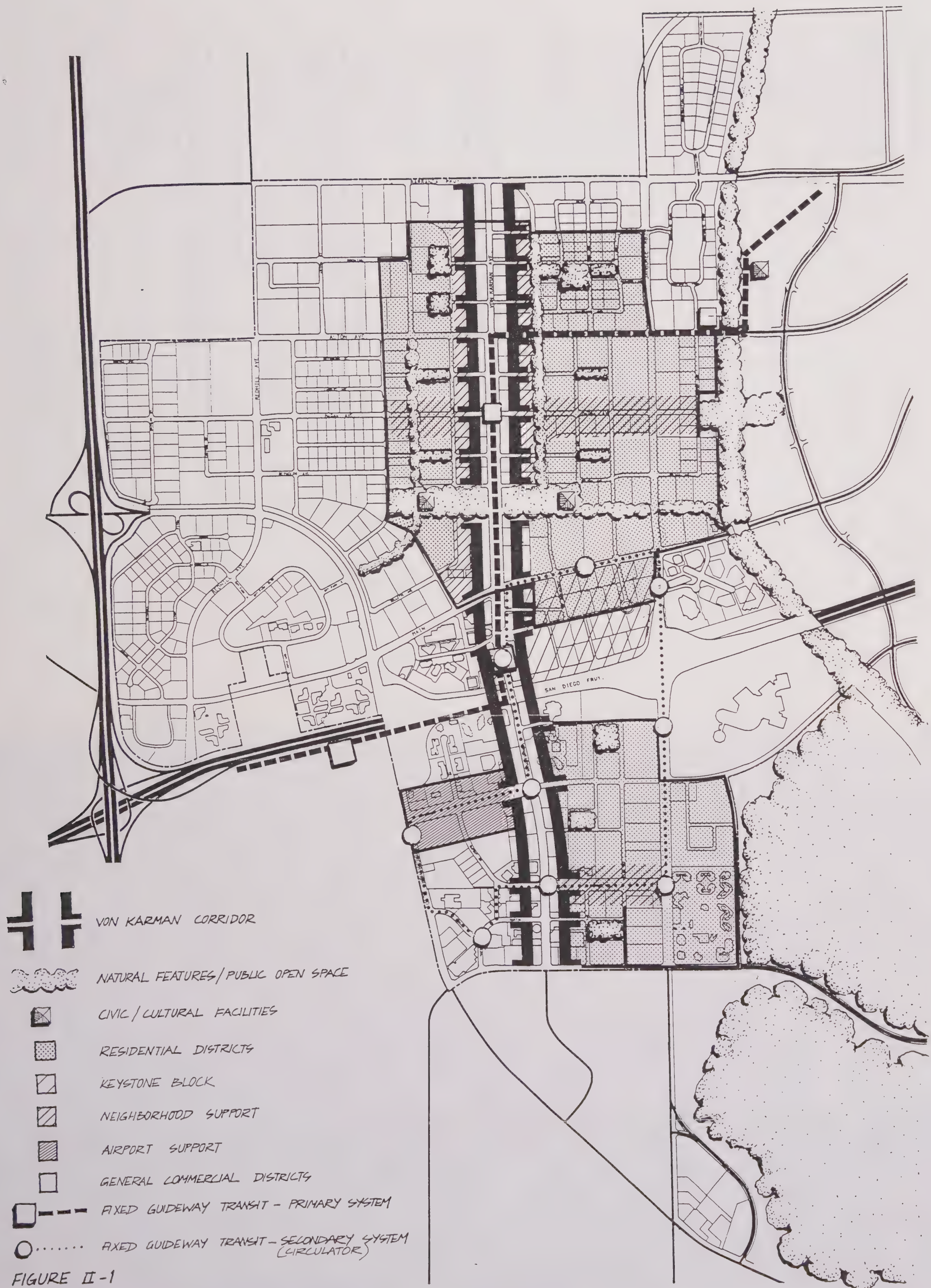


FIGURE II-1

COMPOSITE SKETCH PLAN OVERVIEW

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

District and sub-area boundaries are approximate only. Precise boundaries will be determined as the planning process proceeds.



Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates
 BARTON ARCHMAN ASSOCIATES
 KEYSER MARSTON ASSOCIATES
 BEDWAY COOKE ASSOCIATES
 THE KEITH COMPANIES

COMPOSITE SKETCH PLAN OVERVIEW**Neighborhood Residential Districts**

Residential uses are planned to be a major component of the IBC Plan. Residential uses will range in density and configuration to meet the needs of a variety of residential users.

As great cities have Great Streets, they also are divided into a series of characteristic districts. Paris has the Left Bank, San Francisco has districts such as Pacific Heights and North Beach, Boston has the Back Bay and Beacon Hill. Two major residential districts have been identified as part of the IBC Plan - IBC Northern Residential and IBC Southern Residential. In addition, high density residential is planned to complement the mixed-use development along Von Karman.

The major residential neighborhoods will each have a neighborhood commercial street incorporated into them - the McGaw Corridor in the Northern Residential District and the DuPont Corridor in the Southern Residential District. The uses along these streets are intended to serve the residents in these neighborhoods by providing a variety of convenience stores and eating and drinking establishments.

Figure II-1 illustrates the location of the major residential districts of the IBC and the neighborhood commercial areas which are planned to support these districts.

Freeway Corridor District/Keystone Block

The Keystone Block will be one of the most active zones of the IBC as it is in this area that the Freeway Corridor District intersects the Von Karman Corridor. Within this integral block, a multi-modal transit node, a major pedestrian mixed use development and a possible convention center are planned. These activities will be integrated with pedestrian facilities and amenities to create one of the most exciting areas within the IBC.

Figure II-1 illustrates the location of the Keystone Block.

Airport District

The John Wayne Airport has been a primary reason for the success and economic vitality of the IBC and the entire southern Orange County area. As the Airport expands and the IBC diversifies into the diverse urban environment that is envisioned for the IBC, a special mixed-use district serving the airport and the IBC will emerge. The Airport District will include a high density mix of hotels, offices, retail and other airport support uses linked directly to the Airport by public transit and pedestrian facilities.

Figure II-1 illustrates the airport and the Airport District and the Airport Promenade

General Business/Industrial Districts

Throughout a substantial portion of the IBC, the existing Manufacturing/Warehouse/Service and Garden Office uses will be retained. These areas which include the following districts:

- Skypark Circle.
- Redhill West.
- Redhill East.
- USMC/Barranca.
- Northeast Industrial.

Figure II-1 illustrates the location of the General Business/Industrial zones of the IBC.

URBAN FRAMEWORK ELEMENT

IBC Composite Sketch Plan
URBAN FRAMEWORK ELEMENT

INTRODUCTION

The urban framework provides the structure for both the Urban Village and the IBC as a whole. The general elements of the IBC Plan, such as land use and transportation build upon and reinforce this structure.

The IBC urban framework has seven major components. These components are:

- Urban Pattern.
- Districts.
- Streets.
- Public Spaces (the Public Realm).
- Natural Features.
- Gateways.
- Nodes.

Each of these urban framework components will be discussed below, following a brief discussion of Urban Framework goals and findings. In the following sections, each urban framework component is defined and a discussion of how it fits into the IBC Composite Sketch Plan as provided. Figure III-1 illustrates the key components of the IBC Urban Framework.

Urban Framework Goals

Several Urban Framework Goals for the IBC were established by the IBC Urban Village Task Force at the outset of the planning process. Additional Urban Framework Goals were established during the IBC Charette and in discussions with City Staff. These goals have largely determined the basis of the Urban Framework Plan which is presented in this paper. The Urban Framework Goals for the IBC are presented in Appendix I.

Urban Framework Findings

To develop the Urban Framework Plan for the IBC, a series of analyses of the existing conditions within the IBC were conducted. The findings of these analyses provided the background information upon which the initial parameters for the Urban Framework were established and from which the Urban Framework Plan, presented in this paper, is derived. Appendix II provides a summary of the major findings of the analyses. For a more complete analysis, refer to the "Technical Memorandum - Existing Conditions" dated June 30, 1989.

IBC Composite Sketch Plan
URBAN FRAMEWORK ELEMENT

URBAN PATTERN**Definition**

The urban pattern is the underlying shape or organization of the elements of the urban framework. The three primary types of urban pattern are the Grid pattern, the Radial pattern, and the Curvilinear pattern. These general types of urban pattern are generally further defined by a hierarchy of either linear, nodal or concentric relationships.

IBC Urban Pattern

The IBC was originally planned as a grid. Property lines, rights-of-way, roadways and drainage corridors generally follow this grid pattern. By working within this existing urban pattern, conflicts with existing uses are minimized and parcels can be more efficiently and economically utilized. In addition, a grid pattern for a dense urban area is desirable because it is easily understood within our culture. The urban pattern of the IBC will continue to be developed as a grid. Within this grid, a hierarchy of linear and nodal development districts will further define specific subdistricts.

In certain portions of the IBC, a pattern of smaller block sizes will be introduced into the existing grid to create a pedestrian-scaled environment and serve as a more effective guide for future development. The block sizes will vary from district to district depending upon the character of the specific district. Within the IBC Core, bounded by Alton on the north, Armstrong on the west, Jamboree on the east and Campus Drive on the south, this block size will typically range from 300 to 600 feet. This block size is similar to comparable pedestrian-oriented urban areas in other cities.

In addition to the new streets which will be incorporated into the existing grid pattern, other urban framework elements within the IBC such as stream corridors, public rights-of-way, and rail rights-of-way will be a part of the new urban framework. These corridors will provide linear parks and recreation areas and in certain areas they will serve as landscaped buffers between uses or as an edge between districts.

Figure III-1 illustrates the Urban Pattern of the IBC.

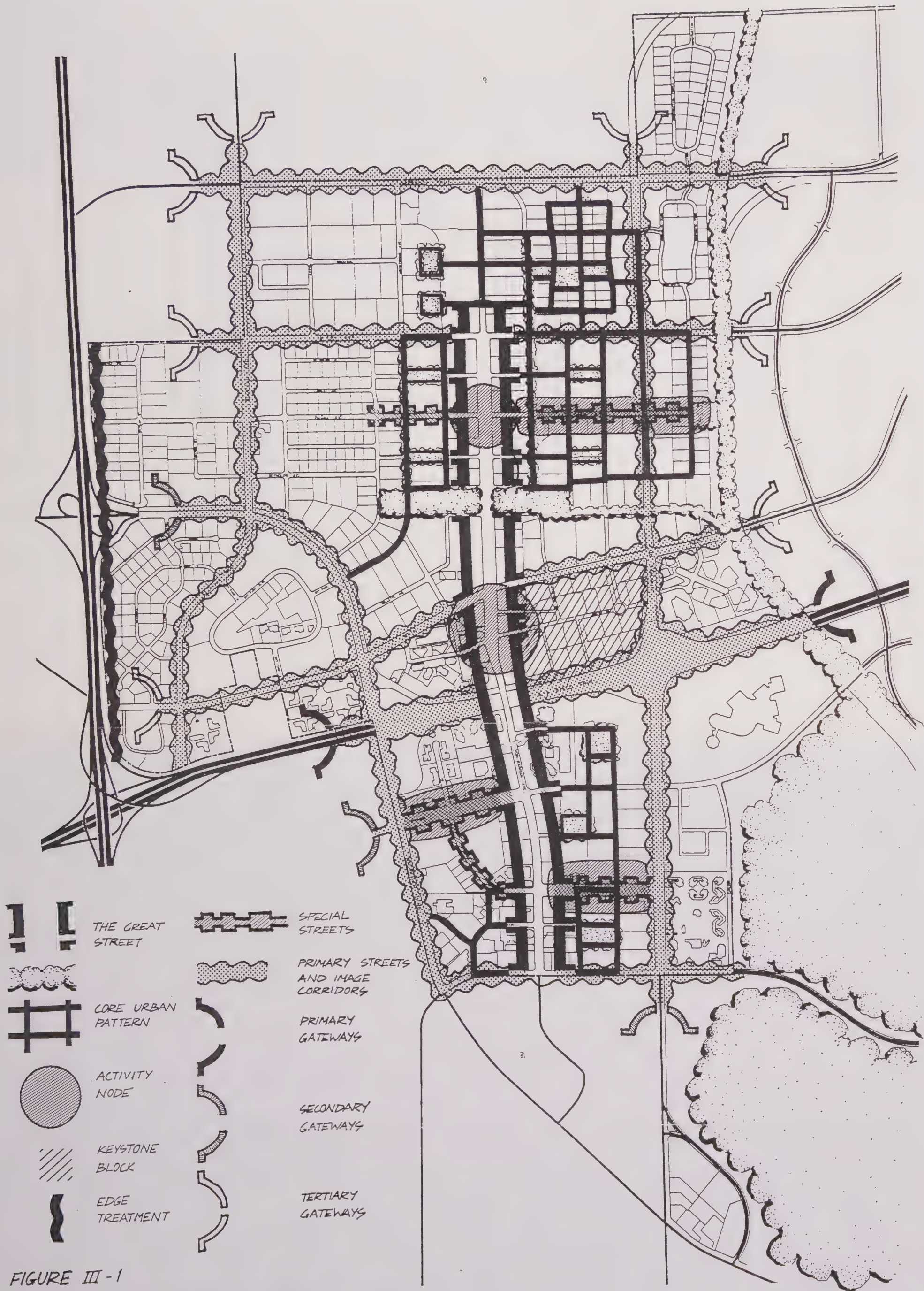


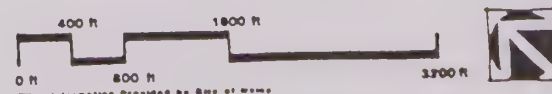
FIGURE III - 1

URBAN FRAMEWORK PLAN

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

District and sub-area boundaries are approximate only. Precise boundaries will be determined as the planning process proceeds.



Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates
BARTON ASCHMAN ASSOCIATES
KEYSER MARSTON ASSOCIATES
BEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES

IBC Composite Sketch Plan
URBAN FRAMEWORK ELEMENT

DISTRICTS

Definition

"Districts are the subareas of a city which the observer mentally enters 'inside of' and which are recognizable as having some common, identifying character. Always identifiable from the inside, they are used for exterior reference if visible from the outside" ¹

The following discussion presents districts from an urban framework perspective. The land use aspects of each district will be discussed in greater depth in Chapter IV of the Composite Plan.

General District Characteristics

Districts generally have the following physical characteristics:

- Districts are based upon the existing pattern of subareas and activity centers to establish a well-defined framework of districts.
- Districts possess unique characters.
- Districts are well defined or have the potential for clearly defined boundaries.
- Districts have a thematic character and/or clearly defined use(s)
- Existing activity centers which serve as the focal points for new districts tend to become more publicly oriented. New centers should also be developed with a public orientation. Linkages between these districts and activity centers should be focussed upon existing and new streets and public rights-of-way.

IBC Districts

There are three general types of districts planned for the IBC:

1. Regional and Community Districts
2. Neighborhood Districts
3. General Business Districts

Each district type is discussed below:

Regional and Community Districts

These districts are the most "public" and are intended to attract and serve a widely regional and civic function. Characteristics of Regional and Community Districts include:

- Uses of regional or community-wide interest such as regional retail and high density commercial uses. Residential is not the primary use although it is a desirable use in some regional districts.
- Regional and community serving streets provide circulation through these areas.
- Regional and community serving parks and gathering places.
- Regional and community public facilities (e.g. regional libraries, educational institutions, cultural facilities).
- Regional and community serving districts are separate from (but accessible to) the neighborhood uses in the IBC.

¹Kevin Lynch, Image of the City.

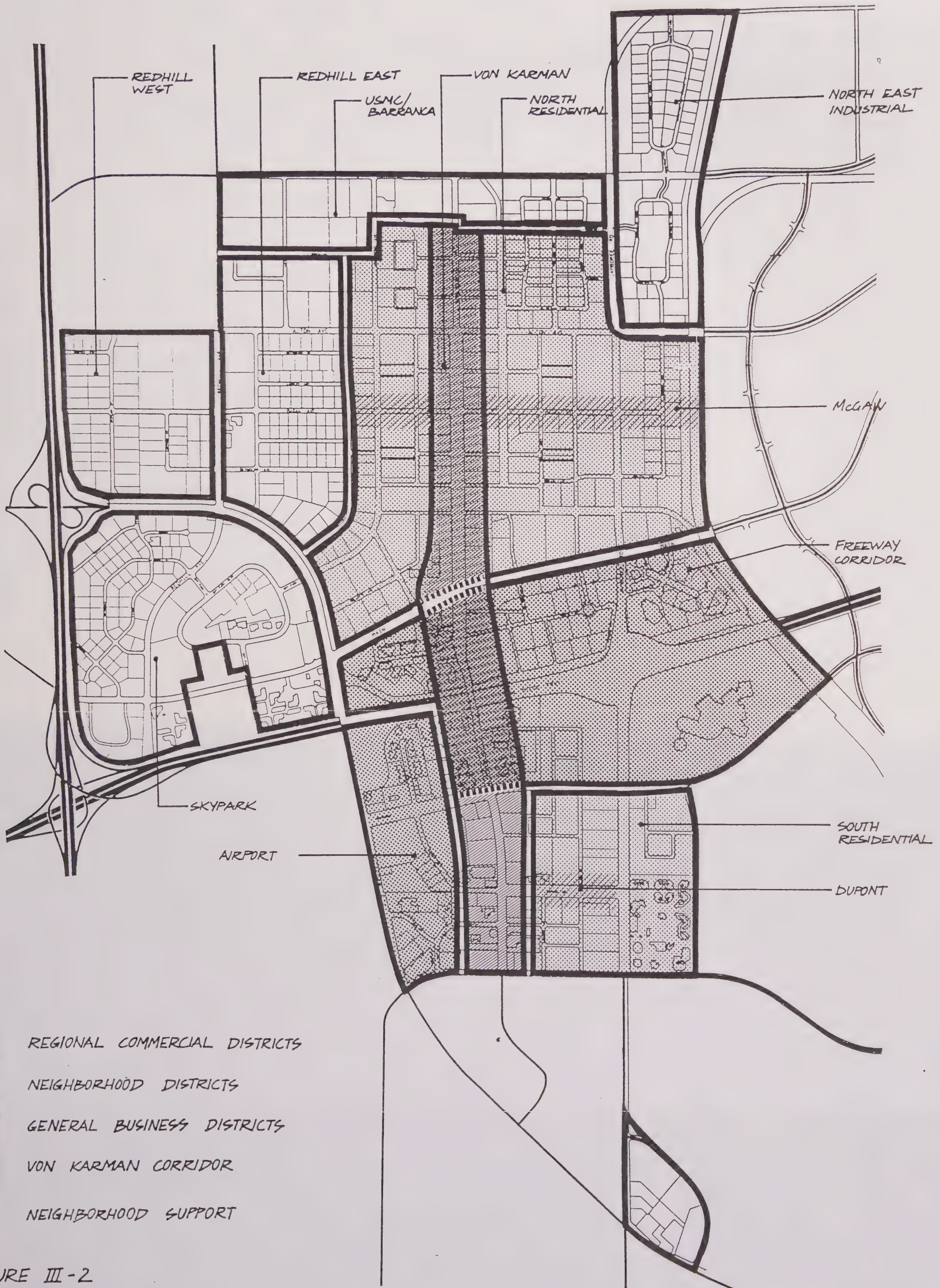


FIGURE III-2

DISTRICTS

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

District and sub-area boundaries are approximate only. Precise boundaries will be determined as the planning process proceeds.

- FOR DISCUSSION PURPOSES ONLY -



Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates

BARTON ARCHMAN ASSOCIATES
KEYSER MARSTON ASSOCIATES
BEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES



IBC Composite Sketch Plan
URBAN FRAMEWORK ELEMENT

IBC South Residential:

- Neighborhood district.
- Family residential orientation, medium-density, low- to medium-height.
- Parks, open space and services.
- Includes DuPont Corridor - neighborhood commercial/mixed-use corridor.

The new Neighborhood Districts of the IBC are illustrated in Figure III-2.

General Business Districts

The General Business Districts within the IBC are those in which the urban framework generally remains as it is currently designed. These districts function adequately within their existing physical framework. In certain General Business Districts, the use/development standards will not change dramatically as part of the Urban Village plan. In others, new uses will be introduced or intensified, but the General Business uses will continue. These districts contain both regional and community serving uses. The General Business Districts within the IBC are:

- Skypark Circle.
- Redhill West.
- Redhill East.
- USMC/Barranca.
- Northeast industrial.
- Coastal Zone.

Figure III-2 illustrates the location of the General Business Districts within the IBC.

IBC Composite Sketch Plan URBAN FRAMEWORK ELEMENT

STREETS

Definition

Streets are more than linkages for vehicular movement. They are also one of the most important elements of a city's urban framework as they provide for the following:

- Access to property.
- Location for commerce.
- Recreation Areas.
- Transportation (vehicular, pedestrian).
- Open space.
- Determinants of building form and design.
- Establishment of a neighborhood tone, focus and image.

This section discusses streets from an urban framework perspective. In Chapter IV - Transportation, streets will be discussed from a transportation system point of view.

IBC Streets

A hierarchy of five street types will be introduced into the IBC as part of the new Urban Framework. Streets in this hierarchy will serve different functions - pedestrian circulation, recreation, commerce, and open space, not just the needs of vehicles. This new system of streets and public rights-of-way will provide public linkages between districts in the IBC. The five street types planned for the IBC are:

- The Great Street - Von Karman Avenue.
- Special Streets.
- Primary Streets and Image Corridors.
- IBC Arterial Streets.
- Local Streets.

Figure III - 1 illustrates these street types in the context of the overall urban framework. In the following discussion, each street or street type is described and schematic cross-sections and/or plans are presented for representative streets or portions of streets. Figure III - 3 illustrates the segments of streets to which specific cross-sections apply. Each street is described below:

The Great Street - Von Karman Avenue

As was discussed in Chapter II, all great cities have at least one Great Street. Von Karman will be Irvine's Great Street, lined with a mix of people-oriented uses and activities. Von Karman is centrally located in the IBC and because it spans the freeway, it unites the north and south segments of the IBC. With the introduction of a mix of uses, distinctive urban design characteristics and public transit nodes, Von Karman will be a place of citywide and regional importance.

From a functional perspective, the Von Karman Great Street and its surrounding urban district has an ideal central location within the IBC. Jamboree, the adjacent major arterial can carry significant traffic volumes and serve as a feeder to the Great Street. Von Karman's not being one of the major traffic links will be a key to its success. Changes in its traffic carrying capacity and its urban design character are possible without impacting regional transportation facilities. Von Karman is also bisected by the I-405 Freeway which will have special High Occupancy Vehicle (HOV) ramps onto the Great Street to accommodate buses, vanpools, etc.



- VON KARMAN @ MAIN (NORTH) - FIG. III-4
- VON KARMAN @ MAIN (SOUTH) - FIG. III-5
- VON KARMAN NORTH OF ALTON - FIG. III-6
- MACARTHUR @ AIRPORT PROMENADE - FIG. III-7
- AIRPORT PROMENADE @ MICHELSON - FIG. III-8
- MCGAW @ GILLETTE - FIG. III-9
- JAMBOREE @ MICHELSON - FIG. III-10
- JAMBOREE @ MCGAW - FIG. III-11
- ALTON @ JAMBOREE - FIG. III-12
- MEDIUM DENSITY RESIDENTIAL ST. - FIG. III-13
- CHANNEL @ JAMBOREE (NEW PARKWAY) - FIG. III-14
- CHANNEL @ MCGAW - FIG. III-15
- WEST CHANNEL @ MCGAW - FIG. III-16

FIG. III-3
STREET TYPES

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

Basic Information Provided by City of Irvine

Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates
 BARTON ASCHMAN ASSOCIATES
 KEYSER MARSTON ASSOCIATES
 SEDWAY COOKE ASSOCIATES
 THE KEITH COMPANIES

IBC Composite Sketch Plan
URBAN FRAMEWORK ELEMENT

Figures III - 4 through III - 6 illustrate sections of Von Karman at different locations. Von Karman is proposed to be served by fixed rail transit as is illustrated in Figure III - 4. This section illustrate Von Karman on-grade public transit system. The key characteristics of this section of Von Karman include:

- A planned right-of-way of 220 feet.
- A 100 foot median, incorporating public transit, park and recreation facilities including bike lanes and other amenities such as fountains, sculpture, etc.
- Two travel lanes and one parking lane in each direction.
- A 30-foot sidewalk and landscape zone on either side of the street with an active retail edge at the ground level.
- Special streetscape elements including double rows of street trees on the sidewalks and on either side of the median; special light standards with banners and street furniture.

Figure III - 5 illustrates a section of Von Karman at Main. This section illustrates the integration of a transit system into the Von Karman streetscape. .

Figure III - 6 illustrates a section for Von Karman north of Alton.

Special Streets

Two types of Special Streets are planned for the IBC. These are:

- The Airport Promenade
- Special Neighborhood Streets

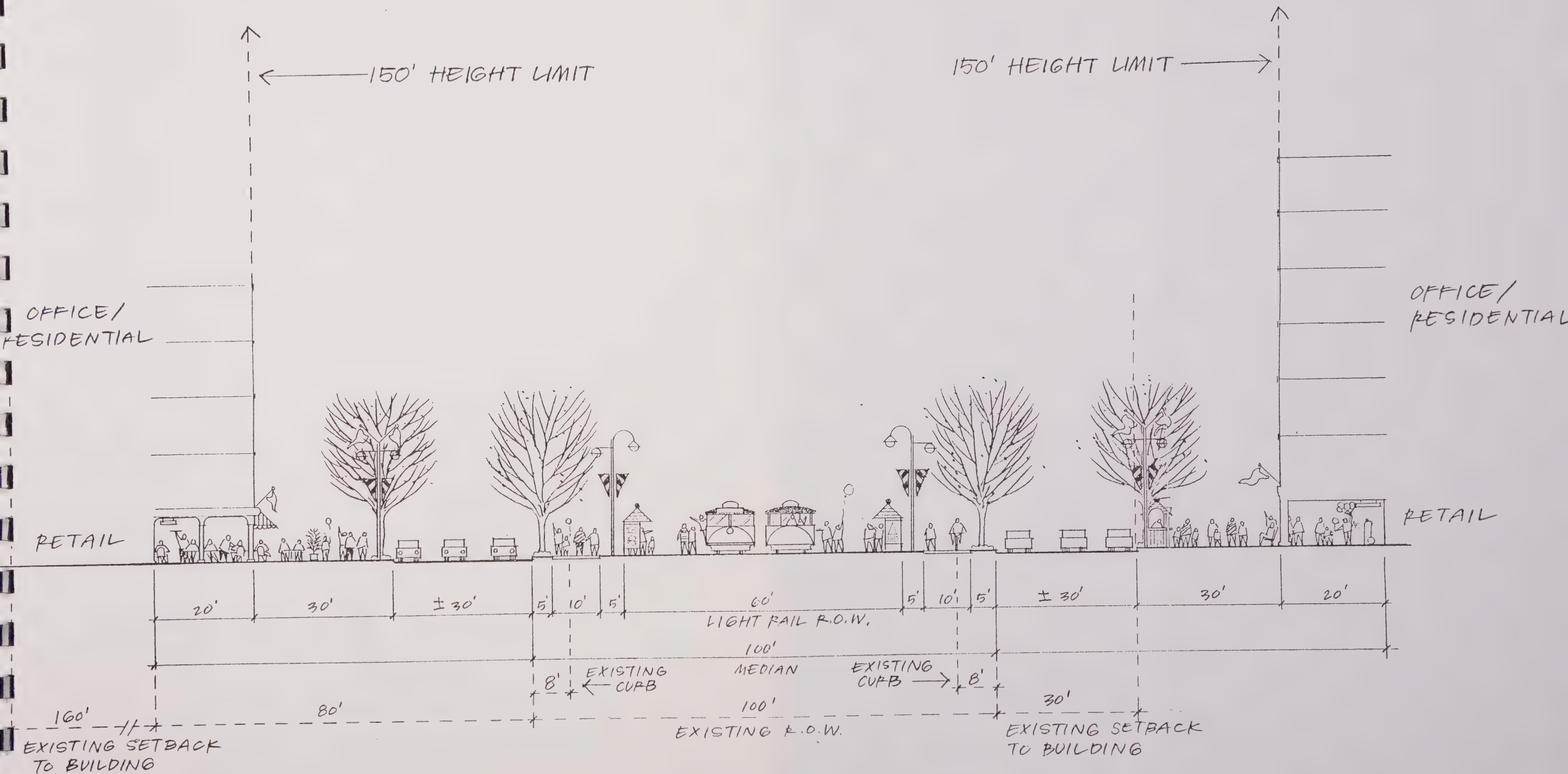
Airport Promenade:

The Airport Promenade will provide a linkage between the John Wayne Airport and the Von Karman Great Street. This promenade will be lined with a variety of higher density uses which will serve both visitors as well as employees and residents of the IBC. Figure III-7 illustrates a section from the Airport, across MacArthur and linking with the Airport Promenade. To create the Airport Promenade, Michelson will be realigned to provide a direct link between the Airport and Von Karman. Figure III-8 illustrates this special street.

Special Neighborhood Streets:

McGaw and DuPont are planned as Special Neighborhood Streets which will serve their neighborhoods in an east/west direction. These streets will be places of neighborhood importance and will also provide urban linkages between residential neighborhoods, retail areas, the Civic Center, the airport, etc. Figure III-9 illustrates a section of the McGaw corridor at Gillette. This section of McGaw will have the following characteristics:

- An 80 foot right-of-way
- One travel lane and one parking lane in each direction
- Active ground floor building use.
- Special streetscape treatment including street trees, special lighting with banners.



III-4 VON KARMAN @ MAIN - THE GREAT STREET
1"=20'

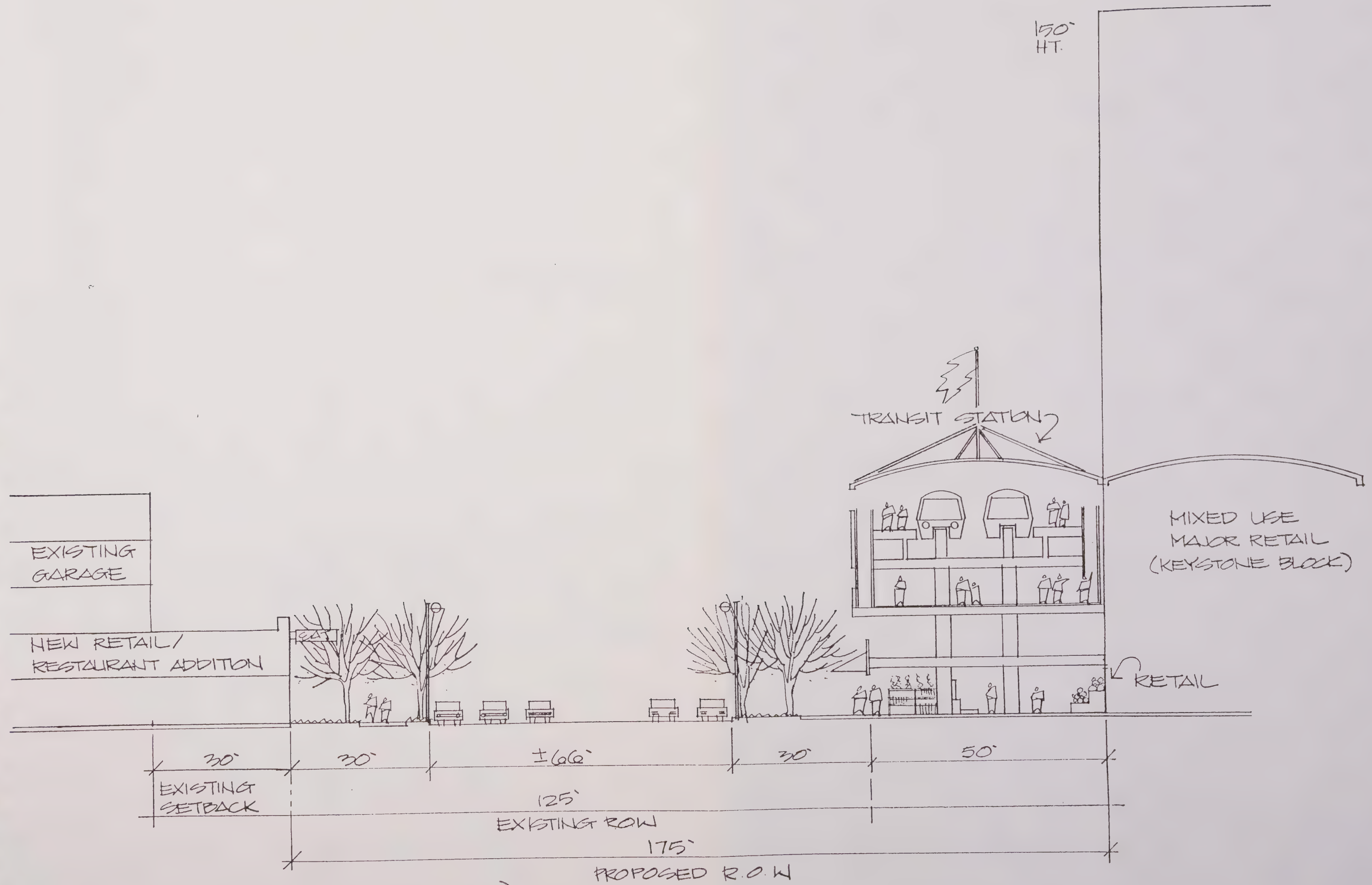


Fig. III-5 VON KARMAN @ MAIN (SOUTH)
1"=20'

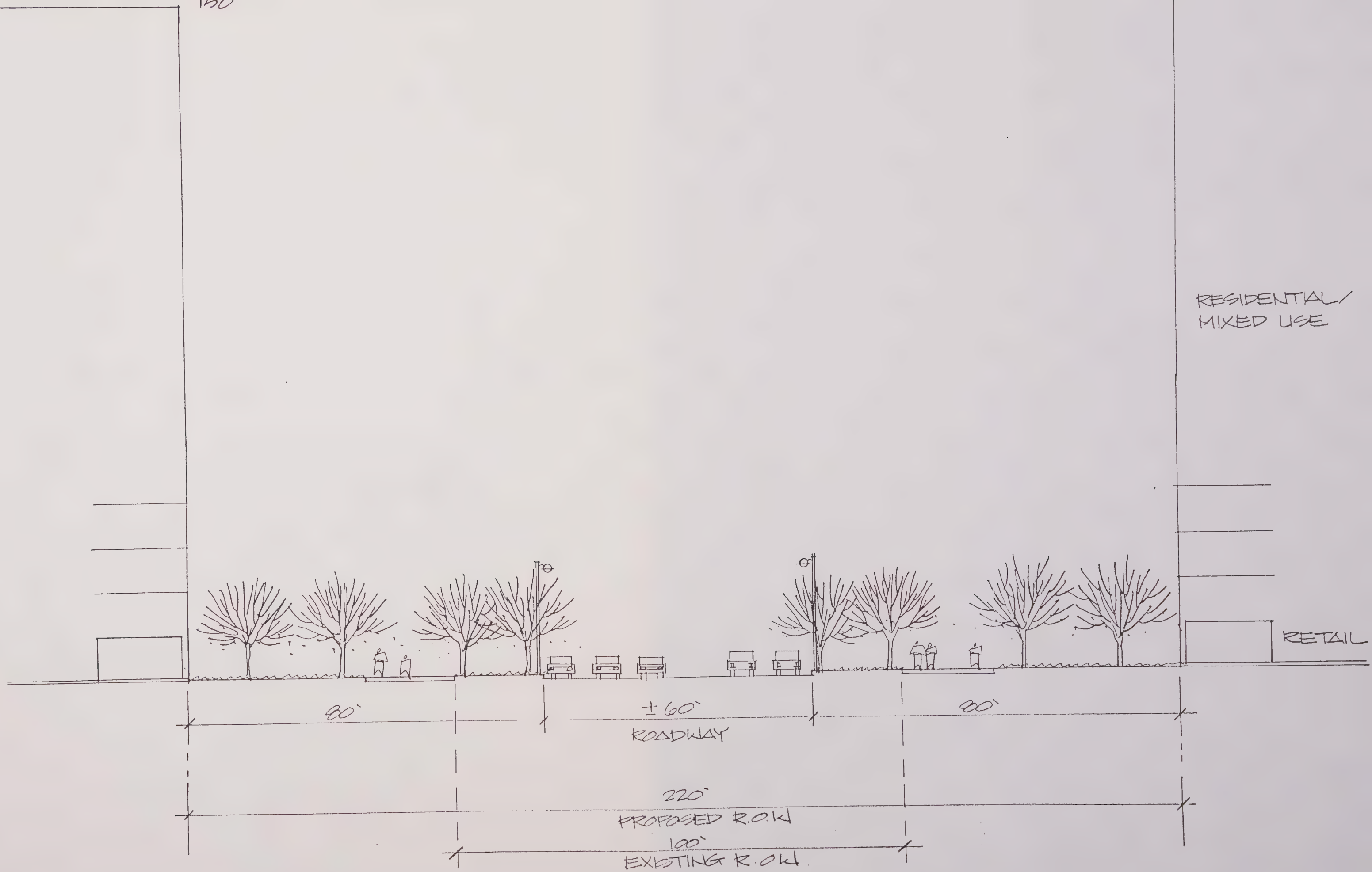
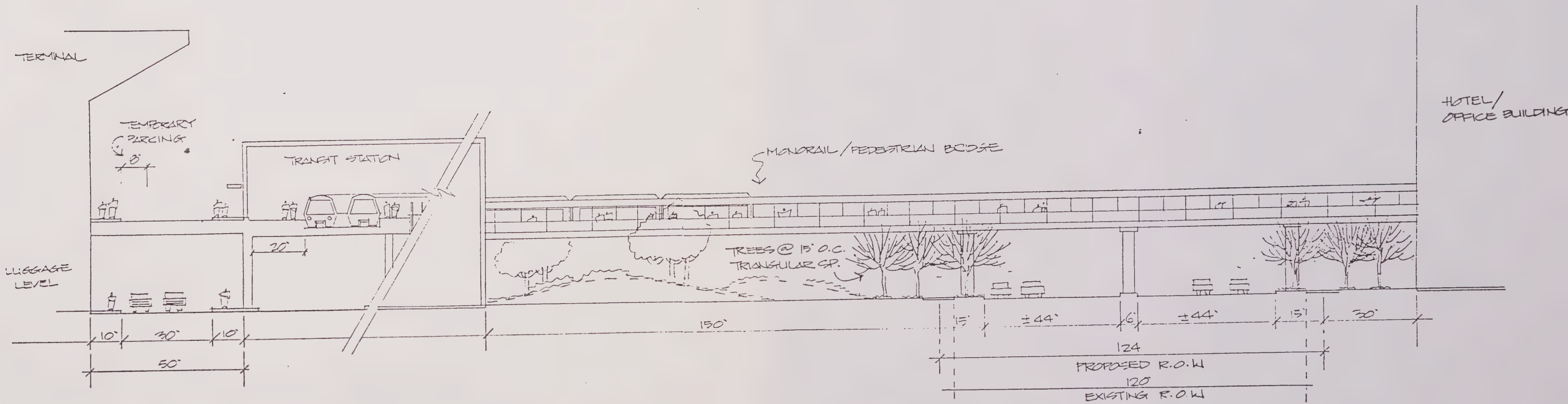


Fig. III-6 VON KARMAN NORTH OF ALTON
1" = 20'
(NO MEDIAN OPTION)



III-7 MACARTHUR @ AIRPORT PROMENADE
1"=20'

150'
HT. LIMIT

EXISTING
BUILDING

POTENTIAL
HOTEL

POTENTIAL
RETAIL
ADDITION

STREET TREES
@ 10' O.C.
TRIANGULAR SP.

MEDIAN TREES
@ 15' O.C.
SQUARE SP.

RAISED
TRANSIT

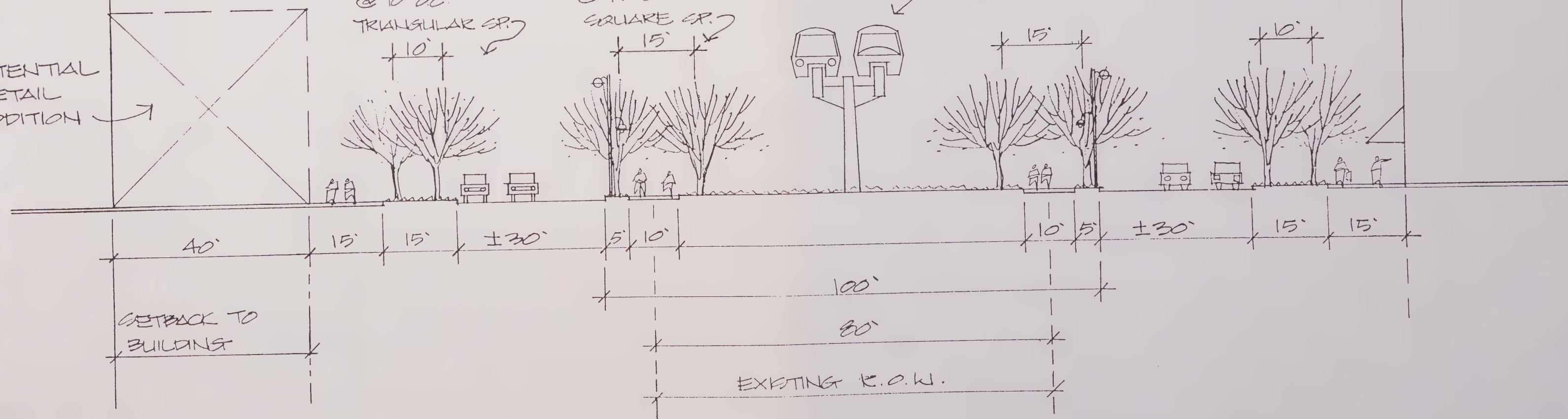


Fig. III-8 AIRPORT PROMENADE @ MICHELSON
1"=20'

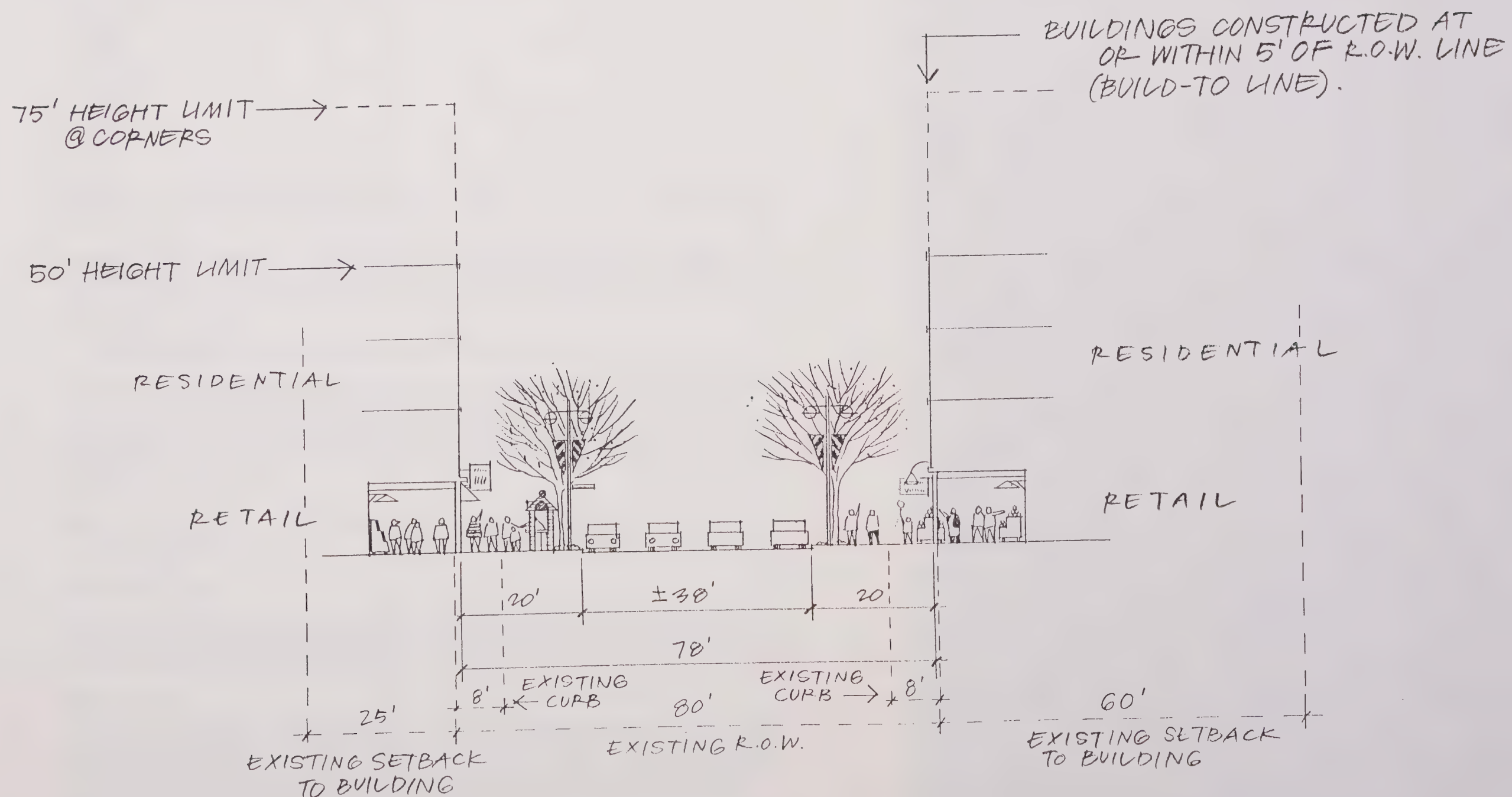


Fig. III-9 MCGAW @ GILLETTE - PEDESTRIAN / RETAIL NEIGHBORHOOD
1" = 20'

IBC Composite Sketch Plan
URBAN FRAMEWORK ELEMENT

Primary Streets and Image Corridors

These streets are planned as high capacity through movement/limited access transportation corridors connecting the IBC with nearby communities and activity centers. These corridors will be designed with a unified theme and provide a special image for the IBC. In addition, specific land uses will front onto these streets. Nine Primary Streets and Image Corridors are planned for the IBC. These are:

- Jamboree
- Alton
- Barranca
- Campus
- MacArthur
- Main
- Redhill
- I-405 Freeway

Jamboree:

Jamboree will be one of the key Image Corridors in the IBC. Figures III-10 through III-11 illustrate several options for the treatment of different sections of Jamboree.

Figure III-10 illustrates a section of Jamboree at Michelson. This section incorporates a transit station which connects across the street into the adjacent new office building development. It is envisioned that transit stations will be combined with above-grade pedestrian crossings of major auto routes. Other key features of this section include:

- A ± 220 foot right-of-way
- Unified landscape theme along the entire length of Jamboree through the IBC.

Figure III-11 illustrates a section Jamboree at McGaw. Because Jamboree is one of the major arterials through the IBC, there will be three travel lanes and one bicycle lane in each direction along Jamboree. A 16 foot landscaped median separates the two directions of traffic and will provide a visual break in the street. A 15-foot buffer between the road and the sidewalk will be bermed and landscaped to separate the pedestrians from the traffic. An ornamental soundwall and a 30 foot setback separate the adjacent residential uses from the impacts of the street.

Figures III-12 illustrates a section of the following Primary Streets and Image Corridors:

- Alton at Jamboree.

IBC Arterial Streets

Arterial streets provide the major east/west vehicular access within and to the IBC. They are designed to minimize traffic impacts on the IBC neighborhoods and residential villages to the east. Arterial streets, such as Michelson will have a coordinated streetscape system providing visual continuity along the length of the street.

Local Streets

A variety of smaller scaled local streets will serve pedestrian autos and bicycles. The character of local streets will vary depending upon the neighborhood they serve, adjacent land uses, building design, etc. Figures III-13 and III-15 illustrate a section and plan of a typical local street in a medium density residential neighborhood. This section provides two travel lanes and one parking lane and a five foot landscape zone and a five foot sidewalk on both sides of the street.

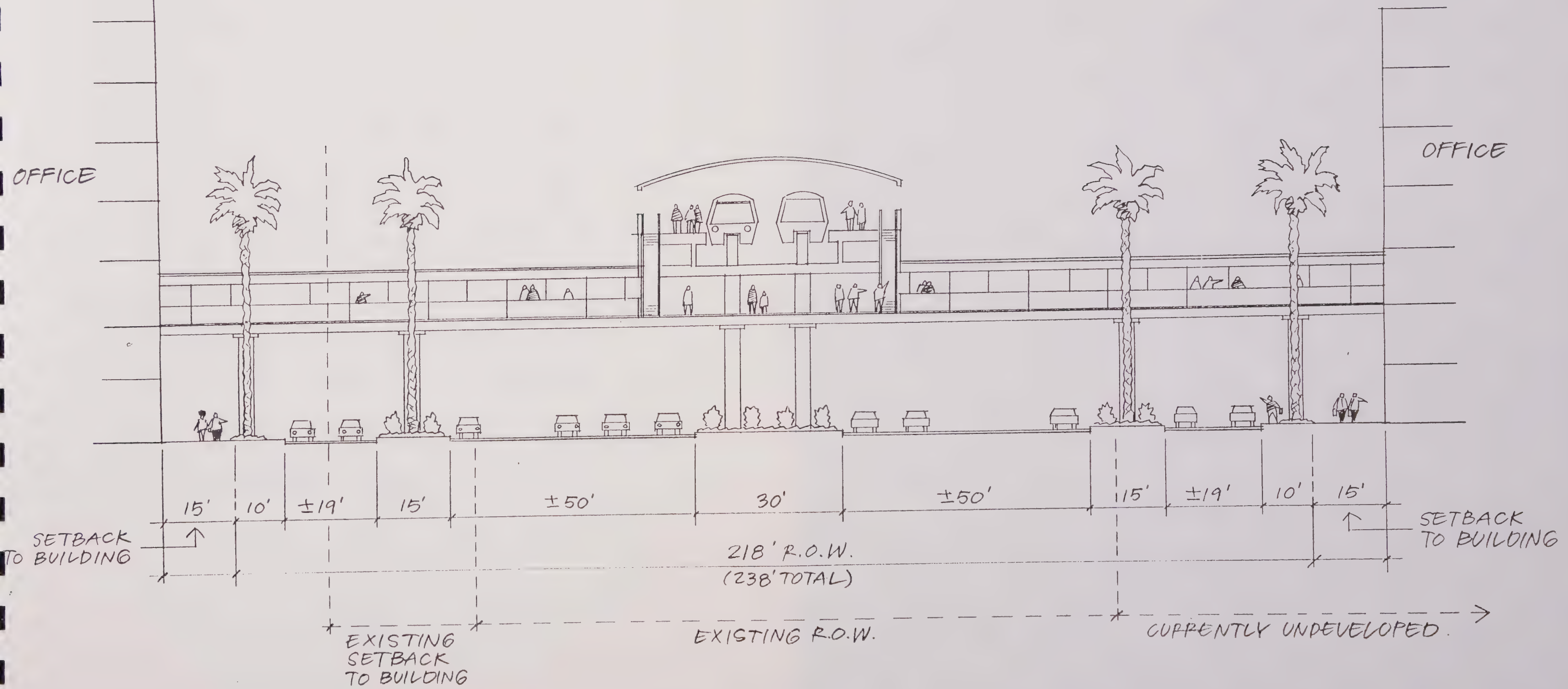


Fig. III-10 JAMBOREE @ MICHELSON
 1"=20'

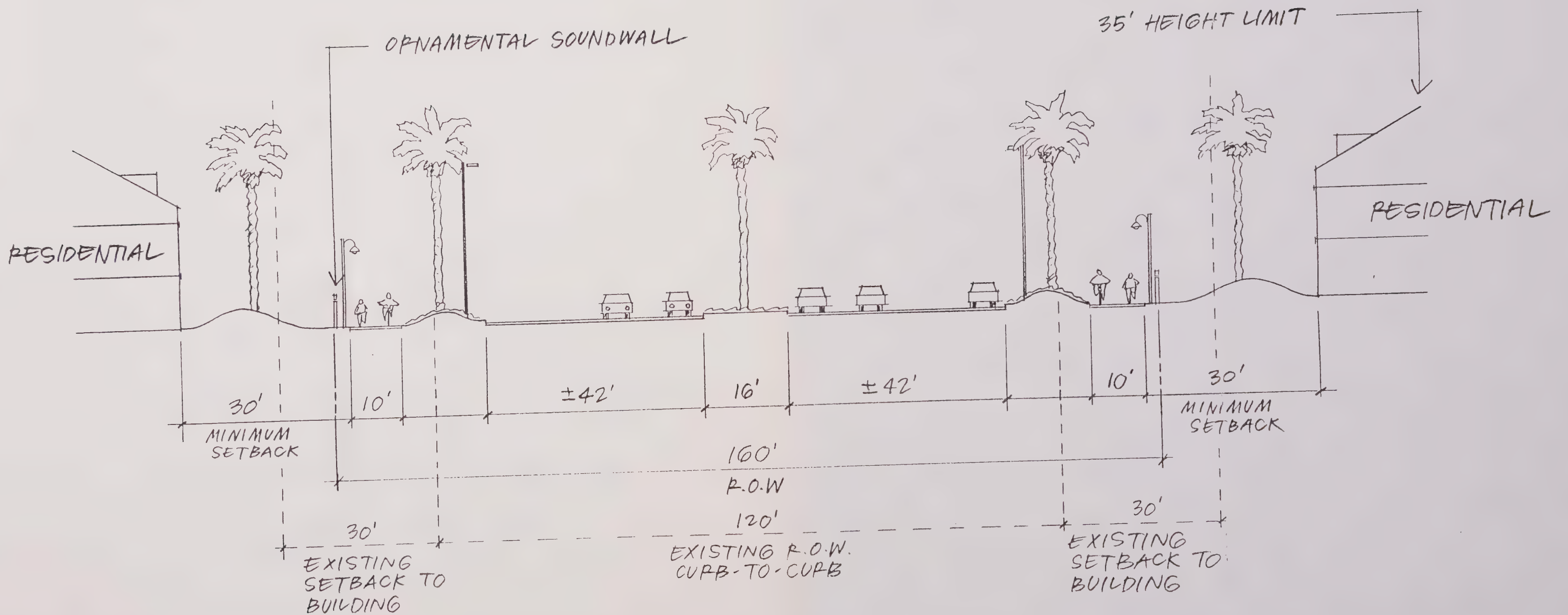


Fig. III-11 JAMBOREE @ MCGAW
1"=20'

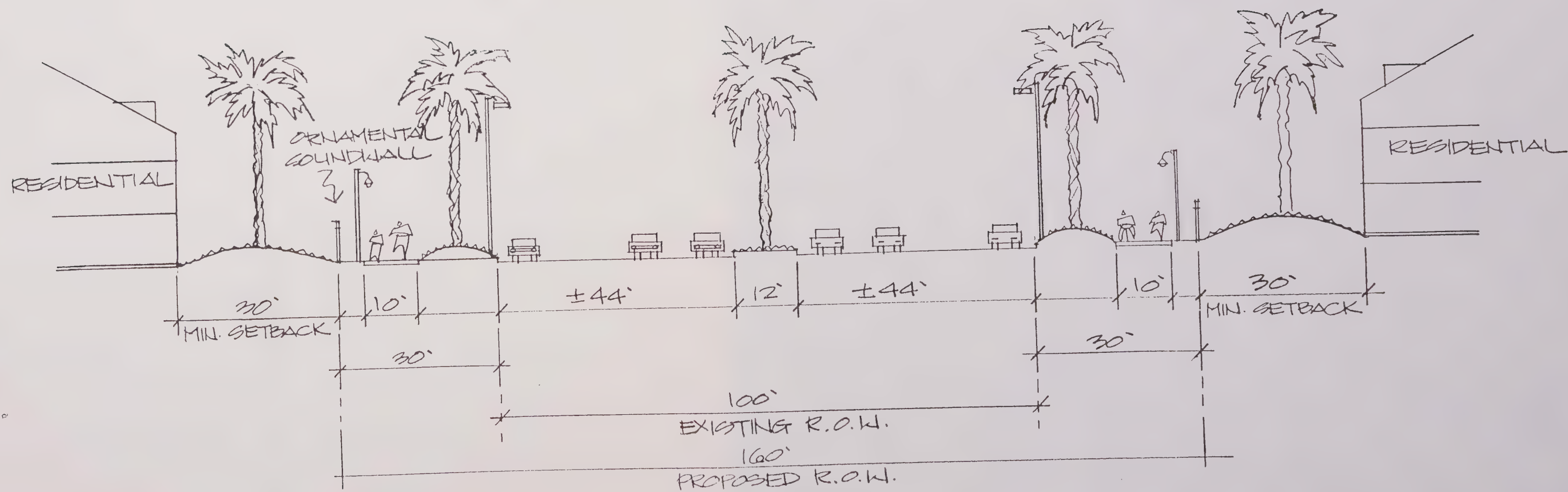


Fig. III-12 ALTON @ JAMBOREE
1" = 20'

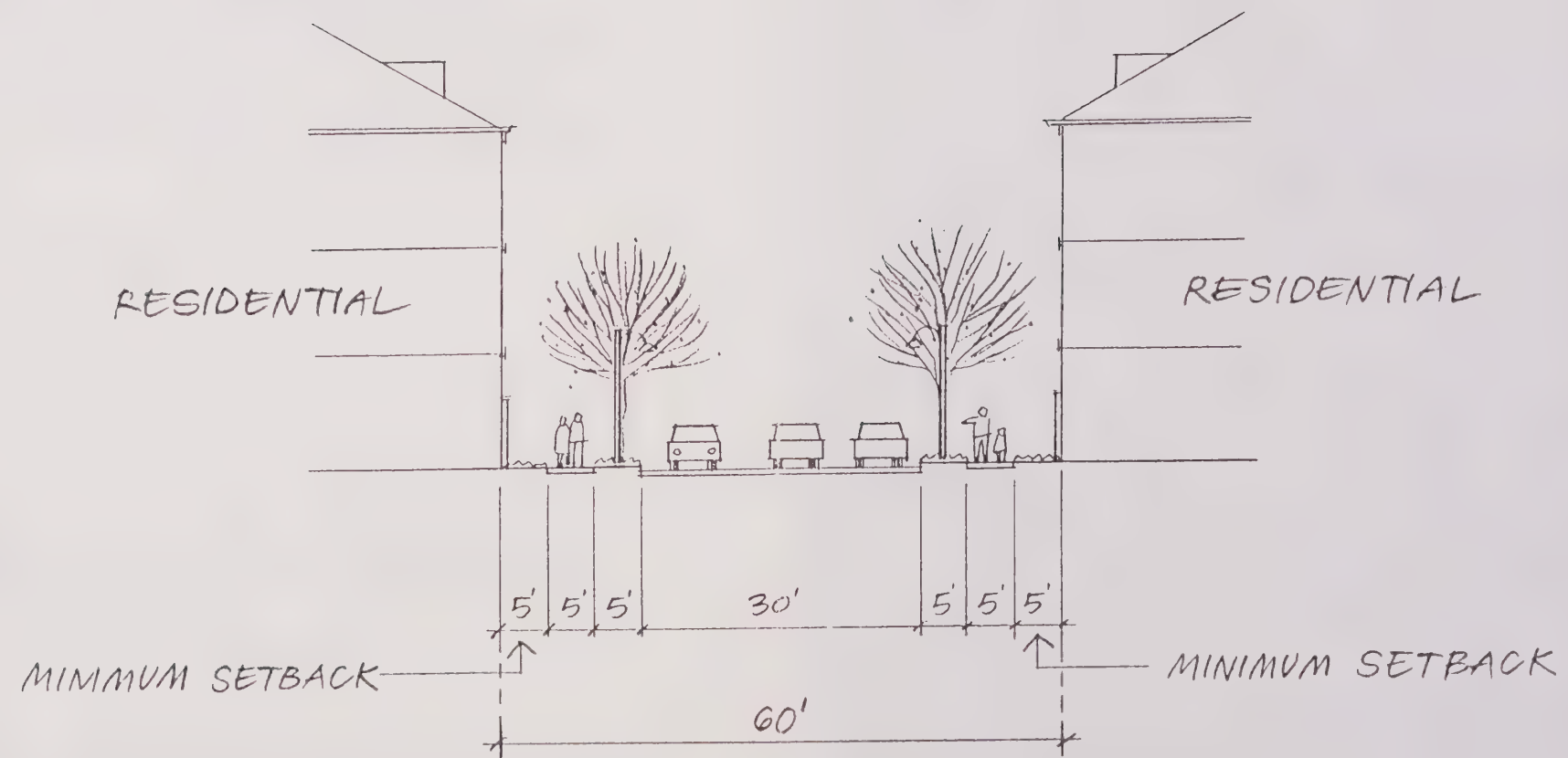


Fig. III-13 TYPICAL MEDIUM DENSITY RESIDENTIAL STREET
1"=20'

IBC Composite Sketch Plan
URBAN FRAMEWORK ELEMENT

PUBLIC SPACES (THE PUBLIC REALM)**Definition**

The public realm includes all public spaces - streets, parks, drainage channels, civic and public facilities and views. The public realm is an Urban Framework element because these spaces are the most visible and accessible to residents, employees, and visitors to the IBC. They have a dramatic effect on the overall impression of the area as a whole and they can dramatically shape overall development (both public and private).

In addition, because privately owned and developed property has a direct impact on the quality, character and success of the public realm, certain elements of the private realm (such as building facades and yards) are also a part of the Public Realm.

IBC Public Spaces

Several types of public spaces are planned for the IBC. These include:

- The Great Space.
- Neighborhood Parks.
- Parkways.

Each of these public spaces is described below:

The Great Space

Like Great Streets, every great city has a great civic open space. New York has Central Park, San Francisco has Marina Green and Boston has the Common. In Irvine, a major public open space - The Great Space, will be located along the Von Karman Great Street, spanning both sides of the street.

Figure III-1 illustrates the location of the Great Space within the IBC Urban Framework.

Neighborhood Parks

A system of neighborhood parks will be introduced into the IBC. Parks of varying sizes and types to serve both the neighborhood districts and the regional/community districts will be interspersed throughout the IBC and linked together through a system of public spaces.

Figure III-1 illustrates the system of public parks within the IBC.

Parkways

Railroad rights-of-way and drainage channels will be redesigned as part of the IBC Plan to provide linear parks and parkways. The following describes two of the sections of the flood control channel which will be redesigned to provide a park and recreation area as well as a route for vehicles.

Throughout the IBC, flood control channels will be incorporated into the urban framework as linear parks and parkways. Figure III-14 illustrates a section of the Channel at Jamboree. This section provides a 90 foot activity zone for biking, running and playing built on top of the existing channel. A parking lane, a travel lane and an 11-foot zone incorporating landscaping and a sidewalk are provided on either side of the channel activity zone.

IBC Composite Sketch Plan
URBAN FRAMEWORK ELEMENT

Figure III-15 illustrates a section of the flood control channel at McGaw. This north/south channel will serve as a buffer between the high density regional Von Karman Corridor and the IBC Northern Residential Neighborhood. In this section, the Channel remains as an active drainage channel crossed by pedestrian bridges. The west side of the channel provides a 100 foot landscaped park for bicycling, jogging and other activities. The eastern side of the channel provides for one lane of traffic in either direction and a single parking lane. A 15 foot sidewalk is included adjacent to the residential uses which face the channel.

Figure III-16 illustrates a preliminary section of improvements to San Diego Creek.

Other Public Spaces:

In addition to the Great Space and the system of neighborhood and linear parks, a framework of other public facilities and public open spaces are planned to enhance the urban framework of the IBC. Key components will include:

- Civic Center District.
- San Diego Creek and San Joaquin Marsh.
- Gateways to the IBC and the Von Karman Corridor (Discussed in Section 6 of this Chapter).
- Special activity nodes along Von Karman (Discussed in Section 7 of this Chapter).
- Neighborhood open space system in the IBC Residential Districts (north and south).
- Public linkages throughout the IBC Core (north and south).

New public and private development will respond directly to the framework of public spaces. Building orientation, building design, internal pedestrian circulation, site planning, and design will directly reinforce the framework of public spaces in the IBC and the Urban Village(s). Development standards and design guidelines will be prepared as part of the Specific Plan which will clarify ways in which private development will frame and enhance the public spaces in the IBC.

Sidewalk Enhancements

The pedestrian environment on the streets within the IBC will be improved as part of the IBC Plan. Sidewalks will be continuous, street trees and plantings will provide buffers to the pedestrian from the travel lanes. Figures III-4 through III-13, presented in the Streets section of this chapter, illustrate possible street cross sections and potential streetscape enhancements for streets throughout the IBC..

Pedestrian Walkway System

A new pedestrian walkway system will be a part of the system of public spaces and will tie together residences, work places, and support retail, particularly restaurants, throughout the IBC. The pedestrian system is laid out on grid spacing of approximately 400 feet on center and is, in many cases, coincident with a new local street system. New development will conform to this system throughout the IBC.

View Corridors

Existing view corridors will be preserved and enhanced as part of the IBC Plan, providing a form-giving element to the IBC. These view corridors have served as a determinant for the location of new public streets and open spaces as well as building locations. Protection of the existing view corridors is an important determinant of the IBC Urban Framework which will help assure a unique character for the IBC.

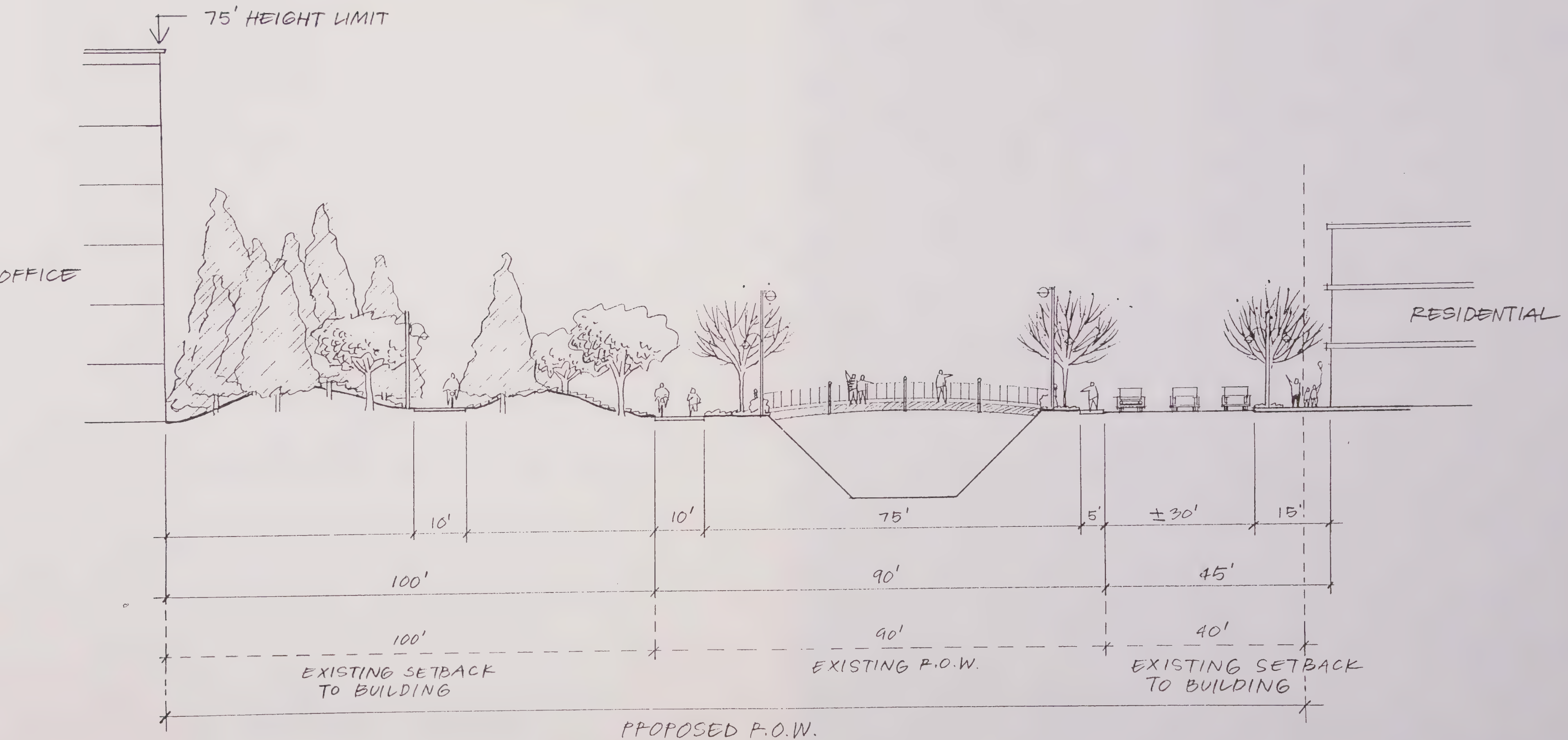


Fig III-15. CHANNEL @ MCGAW
1" = 20'

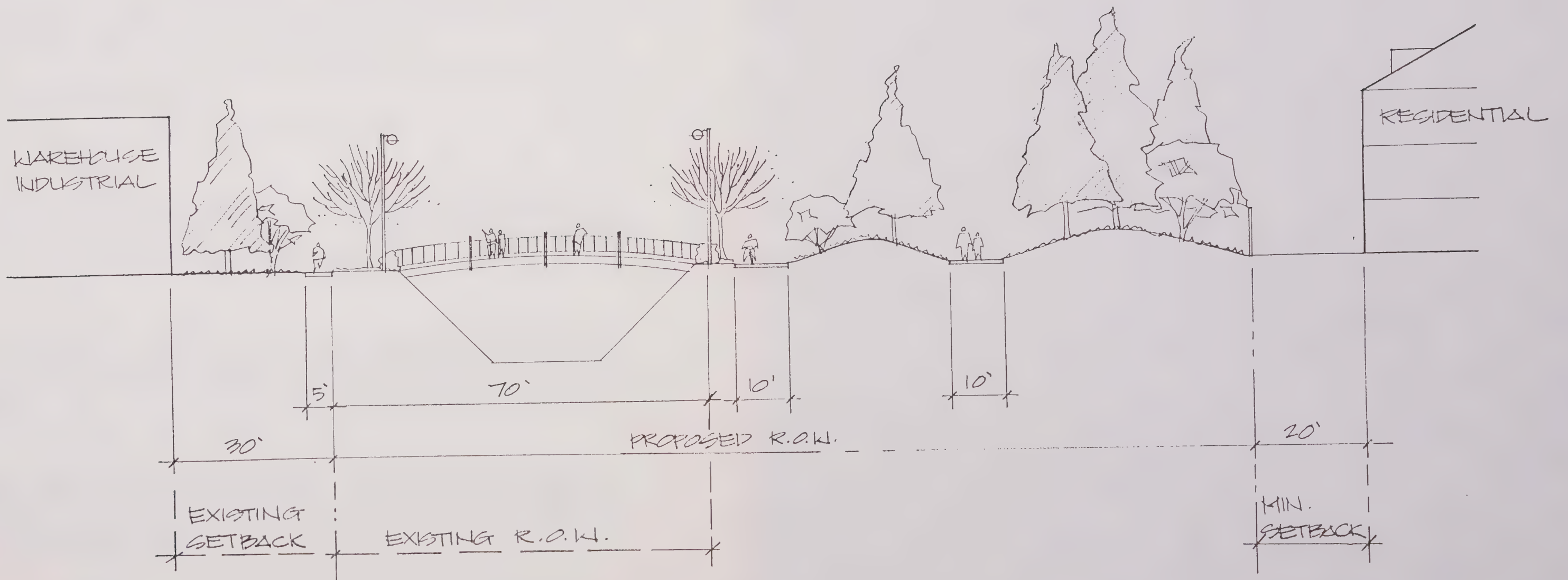


Fig. III-16 WEST CHANNEL @ MCGAKI
1"=20'

IBC Composite Sketch Plan
URBAN FRAMEWORK ELEMENT

NATURAL FEATURES/MANMADE FEATURES AND FOCAL POINTS**Definition**

Natural features are remnants of natural systems - rivers, stream beds, marshes, wetlands etc., which are either in their natural state or have somehow been altered by man.

IBC Natural Features

Within the IBC, natural features are remnants of former natural systems which have been altered by man. These consist of the historic stream corridors and water corridors that cross the site. Outside of the IBC, important natural features, which remain relatively unaltered by man, include the San Joaquin Hills and the Santa Ana Mountains, the Lomas Ridge, Newport Bay and adjacent San Joaquin Marsh.

The opportunity also exists to enhance the eastern edge of the IBC where it is adjacent to Westport and Rancho San Joaquin (Villages 14, 38 and 19).

Figure III-1 illustrates the natural features within and adjacent to the IBC.

Drainage Channels

The former stream corridors, which are now drainage channels running throughout the IBC, and the San Diego Creek, which is adjacent to the IBC, will be enhanced as part of the IBC Plan to provide open space, recreation and regional amenities. These corridors help to define districts and establish key linkages within and outside of the IBC. Figures III-16 and III-17, presented in the Public Spaces section of this chapter illustrate potential improvements to the drainage channels at Jamboree and McGaw.

View Corridors

A framework of view corridors to important natural features, specifically the San Joaquin Hills and Santa Ana Bernardino Mountains, has guided the establishment of the framework elements for the IBC. Streets, building setbacks and the location of parks and open space will define these view corridors. Several existing developments such as the Koll and Hillman developments have recognized and built upon existing view corridors in their projects.

San Joaquin Marsh

San Joaquin Marsh is planned to remain in its natural state. Development standards will promote its use as a visual resource by assuring that public views are maintained. In addition, the Marsh will be enhanced as a feature which could incorporate open air museums and viewing bands for indigenous wildlife around its perimeter.. The influence of these environmental features will be expanded to the west, into the IBC, in the form of parks and pedestrian paths.

IBC Composite Sketch Plan
URBAN FRAMEWORK ELEMENT

GATEWAYS**Definition**

Gateways are the identifiable entry portals to a city and its various subdistricts. Gateways occur at major street intersections, at major linkage points between districts and at particular points along the edge of a city. Gateways provide a sense of arrival to the visitor -- arrival at a special place -- and can give an initial high quality image to a place. A hierarchy of two types of gateways can be considered - Primary and Secondary, depending upon their location and volume of activity.

IBC Gateways

Once enhanced, an entry point becomes a gateway. The entrances to the IBC as well as the transitions between the various IBC districts are planned to be enhanced to establish well-defined gateways. The enhancement of gateways will also define the boundaries of the IBC, providing a critical structural element of the Urban Framework.

Possible elements which may be used to enhance the IBC gateways include landscape elements, building form, lighting, signage, and banners. Gateways will be described in greater detail in the Specific Plan.

A hierarchy of primary and secondary gateways to the IBC will be established. The locations of these gateways are identified in Figure III-1 and are discussed below:

Primary Gateways

Primary Gateways will be located at the major intersections to the IBC from the east and west along the I-405 Freeway:

- 405 Freeway - east edge of the IBC.
- 405 Freeway - west edge of the IBC.

Secondary Gateways

Secondary gateways will be the major entrances to the IBC. These gateways are viewed by the greatest number of visitors to the IBC and their enhancement will identify the IBC to the greatest number of people. Secondary gateways will be located at the intersections identified below:

- MacArthur at the 55 Freeway.
- John Wayne Airport.
- Jamboree at Campus.

Tertiary Gateways

Tertiary gateways will provide entrances to the IBC from all directions along the Primary Streets and Image Corridors. Tertiary gateways will be located at the intersections identified below:

- Alton at 55 Freeway.
- Main at 55 Freeway.
- Michelson at San Diego Creek.
- Barranca at San Diego Creek.
- Alton at San Diego Creek.
- Barranca at Red Hill.

IBC Composite Sketch Plan
URBAN FRAMEWORK ELEMENT

- Main at San Diego Creek.
- Jamboree at Alton.

ACTIVITY NODES

Definition

Activity nodes are areas within a district where activity is the greatest. Because of their design and the mix of uses and activities, zones attract people. Transit stops, shopping streets and entertainment/restaurant areas are all nodes.

IBC Nodes

Nodes will be an important component of the IBC Plan. Each district will have at least one, if not several, nodes. Within the following districts, the following nodes are planned:

Von Karman Corridor

Transit Nodes:

These nodes will be enhanced by the density of land uses and by a strong ground floor retail/restaurant/entertainment component. Streetscape and landscape improvements will further enhance these transit nodes.

North-South Linkage:

Several alternatives, such as an above-grade park, a convention center, or other public facility, which span the I-405 Freeway and link the northern and southern portions of Von Karman and the IBC have been considered. These types of facilities have the potential to create an activity node that draw people from the northern and southern portions of Von Karman.

Airport District

Airport Promenade:

The Airport Promenade will provide a link between the John Wayne Airport and the Von Karman Corridor. This promenade is planned as a pedestrian oriented corridor, lined with ground floor retail and restaurants, hotels and office buildings. A coordinated streetscape plan will complement the promenade.

IBC Northern and Southern Residential Areas

The nodes in these districts will be the McGaw and DuPont Corridors which will provide a mix of commercial and residential land uses in a concentrated area. These areas will be enhanced with streetscape improvements and a variety of ground floor retail activities.

Freeway Center District

Keystone Block:

The Keystone Block will be one of the most active zones of the IBC as it is located where the Freeway Center District intersects the Von Karman Corridor. The Keystone Block is planned as a major regional mixed-use development with integrated pedestrian facilities and amenities.

Figure III-1 illustrates the locations of Activity Nodes within the IBC.

LAND USE ELEMENT

IBC Composite Sketch Plan
LAND USE AND INTENSITY

INTRODUCTION

Land uses within the IBC will build upon and enrich the urban framework set forth in the previous chapter. This land use element presents a preliminary overview of the land uses and intensities which will be allowed within the IBC.

The Land Use Element of the Composite Plan is divided into the following sections:

- o Development Intensity Alternatives - Two alternatives are presented for land use intensity within the IBC. "Team Alternative 2" is a scenario which does not necessarily reflect all of the existing built environment plus approvals in the IBC. "Team Alternative 3", the more intense scheme, retains most of the existing built environment plus approvals square footage in the IBC. "Team Alternative 2" serves as the basis for the remainder of the Land Use Element.
- o Land Use Districts - This section summarizes the key land uses of the eleven IBC Districts and defines the concepts of mixed-uses, multi-use, and single use areas.
- o Generalized Land Use Plan - This section provides a generalized overview of the land uses which are planned for the IBC.
- o Planned Land Uses - This section defines the land uses which are planned for the IBC.
- o Detailed Land Use Plan - In this section, each of the eleven IBC Districts is divided into a number of smaller subareas. Each of these subareas is characterized by a specific use of mix of uses at a specified density or intensity. Planned land uses and densities/intensities are provided by subarea for each of the eleven IBC Districts. These planned land uses reflect the land use in Team Alternative 2 and do not necessarily reflect the existing built environment plus approvals in all subdistricts.
- o Parks and Recreation Facilities - This section provides the park and recreation facility program for the IBC based upon a new set of park and recreation facility standards.
- o Community Services and Civic/Cultural Facilities - This section identifies the preferred locations for the community services and cultural facilities which are appropriate for the IBC. Many of these facilities were identified by the Task Force as "needs" within the IBC.

Land Use Goals

A number of Land Use Goals for the IBC were identified by the Task Force at the outset of this project. Additional goals were established during the IBC Charette and in discussions with City Staff. These goals have largely determined the basis for the Land Use Plan which is presented in this paper. The Land Use Goals for the IBC are presented in Appendix I - Goals.

Land Use Findings

The Land Use Findings are based upon a series of analyses of the existing conditions within the IBC. These findings provided the background information upon which the initial parameters for the Land Use Framework were established and from which the Land Use Plan, presented in this paper, is derived. Appendix II - Findings provides a summary of the major findings of the land use analyses. For a more complete analysis, refer to the "Technical Memorandum - Existing Conditions" dated June 30, 1989.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

DEVELOPMENT INTENSITY ALTERNATIVES

Development intensity is the amount of development, measured in square footage, on a given parcel of land. Areas which have a greater amount of development on a given parcel are considered to be more intense; areas with less development on the same given parcel are considered to be less intense.

Two land use alternatives were developed for the IBC which differ in their intensity of development. These alternatives are termed Team Alternative 2 and Team Alternative 3. Both alternatives are based upon the overall IBC plan concepts which have been developed throughout the planning process. Alternative 2 was originally developed to test the traffic impacts of the first IBC Concept Plan. Team Alternative 3 arose out of Team Alternative 2 and was developed to test the additional impact which the existing built environment plus approvals and built square footages would have on the plan concepts established as Team Alternative 2. Hence, Team Alternative 2 provides for slightly less development intensity than does Team Alternative 3.

Because these two alternatives have been tested for their traffic generation, the land use and square footage breakdowns for these two alternatives is by traffic zone. For a more detailed discussion of traffic zones and the analysis performed on both of these alternatives, see Chapter V - Transportation.

The purpose of presenting these two alternatives at this point in the Land Use Element is to provide information regarding those traffic zones in which the existing built environment plus approvals are in direct conflict with the goals, objectives and major concepts of the IBC Plan. This section briefly defines Team Alternatives 2 and 3. Figures and tables illustrate the difference between these two alternatives. Following this, the status of each traffic zone and its relevance to the overall plan is discussed.

Team Alternative 2

Team Alternative 2 is a quantitative interpretation of the IBC Composite Sketch Plan and provides a graphic interpretation of the Task Force and Steering Committee Goals. Team Alternative 2 is derived from the original plan concepts and is the alternative which is not necessarily bound by existing built environmental plus approvals.

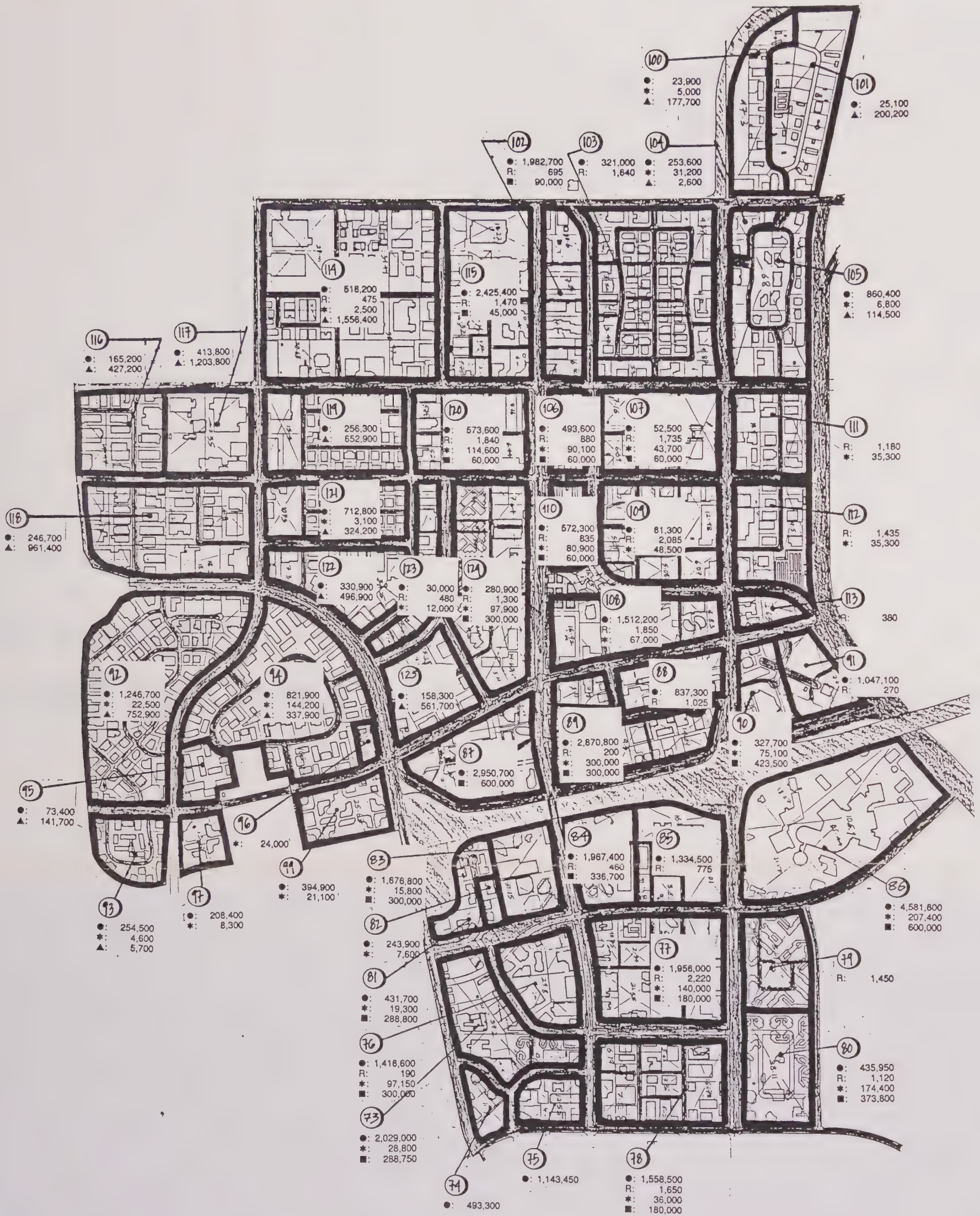
Figure IV-1 illustrates the proposed land use intensities for the entire IBC under the Team Alternative 2. Land use intensities by individual land use and traffic zone are presented in Appendix III. The rationale for the assignment of land uses to each traffic zone is also presented in Appendix III.

Team Alternative 3

Team Alternative 3 honors most of the existing built environment and approvals. This results in a slightly more intense overall alternative and varied differences on a traffic zone basis. Team Alternative 3 starts with the land uses and square footages in Team Alternative 2 and incorporates most of the existing built environment and approvals into Team Alternative 2. Consequently, this method produced a slightly more intense overall alternative.

Figure IV-2 illustrated the proposed land use intensities for the entire IBC under the Team Alternative 3. Land use intensities by individual traffic zone are presented in Appendix III. The rationale for the assignment of land uses to each traffic zone is also presented in Appendix III.

The Table IV-1 illustrates the different intensities for the entire IBC under Team Alternatives 2 and 3. Intensities by individual traffic zone for both alternatives are presented in Appendix III. The rationale for the assignment of land uses to each traffic zone is also presented in Appendix III.



LEGEND

- : Office - s.f.
- R: Residential - d.u.
- *: Retail - s.f.
- : Hotel - s.f.
- ▲: Industrial - s.f.
- : Traffic Zone

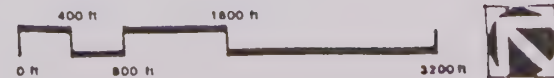
6/29/89

FIGURE IV-1

TEAM ALTERNATIVE 2 - DEVELOPMENT INTENSITY BY TRAFFIC ZONES

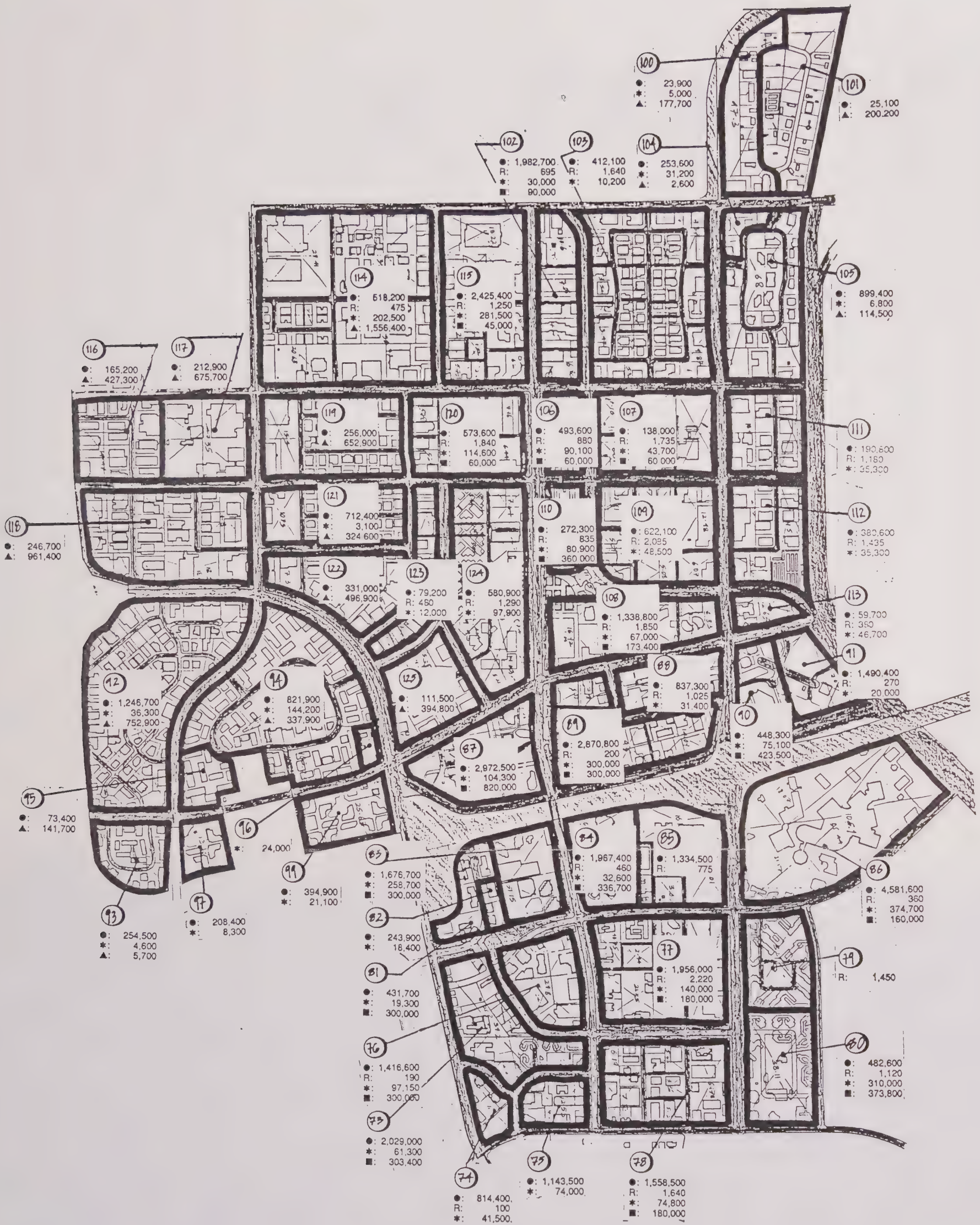
IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.



Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates

BARTON ASCHMAN ASSOCIATES
KEYBER MARSTON ASSOCIATES
BEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES



LEGEND

●: Office - s.f.
 R: Residential - d.u.
 *: Retail - s.f.
 ■: Hotel - s.f.
 ▲: Industrial - s.f.
 ○: Traffic Zone

FIGURE IV - 2
TEAM ALTERNATIVE 3 - DEVELOPMENT INTENSITY BY TRAFFIC ZONES

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

0 ft 400 ft 800 ft 1600 ft 3200 ft

Scale Information Provided by City of Irvine

**Hellmuth, Obata & Kassabaum
 HGHB/Sasaki Associates**

BARTON ASCHMAN ASSOCIATES
 KEYSER MARSTON ASSOCIATES
 SEDWAY COOKE ASSOCIATES
 THE KEITH COMPANIES

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Table IV-1
Team Alternative 2 and 3 Development Intensity Summary

Residential Program Summary

Type	Density	Total Dwelling Units	
		Team Alternative 2	Team Alternative 3
Urban High-Rise Residential units	± 110	du/acre 3,330	units 3,330
Urban Low-Rise Residential units	± 60	du/acre 5,110	units 5,110
IBC Medium-Density Residential units	± 40-45	du/acre 14,020	units 14,260
IBC Low Density Residential units	± 30	du/acre 5,135	units 5,135
TOTALS		27,595 units	27,835 units
TOTAL CHANGE		+ 240 units	
Inclusionary (12.5%)			
• Minimum -	3,450 dwelling units		
• Maximum -	3,480 dwelling units		

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Table IV-1 (continued)
 Team Alternative 2 and 3 Development Intensity Summary

Office Program Summary

<u>Type</u>	<u>Density</u>	<u>Total Square Footage</u>	
		<u>Team Alternative 2</u>	<u>Team Alternative 3</u>
High Density High-Rise Office	± 3.0 FAR	15,440,000 sf	15,440,000 sf
Mid Density High-Rise Office	±1.5 FAR	3,739,000 sf	3,761,000 sf
Mid-Density Office	±0.75 - 1.0 FAR	17,122,000 sf	17,834,000 sf
Mezzanine Office	±0.25 FAR	1,466,000 sf	3,078,000 sf
Garden Office *	existing entitlements**	7,286,000 sf	7,194,000 sf
TOTALS		45,053,000 sf	47,307,000 sf
TOTAL CHANGE		+ 2,254,000 units	

* Garden office includes Back Office and Research and Development office uses.

** Existing Entitlements are based upon those areas within the IBC which are currently in Garden Office/Industrial uses use and are not expected to change.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Table IV-1 (continued)
Team Alternative 2 and 3 Development Intensity Summary

Retail Program Summary

<u>Type</u>	<u>Density</u>	<u>Total Square Footage</u>	
		<u>Team Alternative 2</u>	<u>Team Alternative 3</u>
Von Karman Specialty	± 0.25 FAR	543,600 sf	573,600 sf
Neighborhood Support	± 0.1 FAR	506,700 sf	642,300 sf
Regional Retail	-	300,000 sf	581,500 sf
Airport Support	± 0.1 FAR	94,000 sf	300,000 sf
Commercial Support Retail		721,300 sf	1,302,000 sf
Auto-Related Retail	± 0.2 FAR	200,000 sf	200,000 sf
TOTALS		2,365,600 sf	3,881,400 sf
TOTAL CHANGE		+1,515,800 sf	

Hotel Program Summary

<u>Type</u>	<u>Density Range</u>	<u>Total Square Footage</u>	
		<u>Team Alternative 2</u>	<u>Team Alternative 3</u>
Business Hotel	-	4,411,600 sf	4,217,000 sf
Neighborhood Hotel	-	600,000 sf	773,000 sf
Motel	-	135,000 sf	135,000 sf
TOTALS		5,146,600 sf	5,125,000 sf
TOTAL CHANGE		-21,600 sf	

Warehouse/Industrial Program Summary

<u>Type</u>	<u>Density Range</u>	<u>Total Square Footage</u>	
		<u>Team Alternative 2</u>	<u>Team Alternative 3</u>
Industrial/ Warehouse	-	7,917,500 sf	7,223,112 sf
TOTAL CHANGE		-694,388 sf	

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Maintenance of Existing Entitlements (Existing Built Environment plus Approvals)

As was mentioned previously, the purpose of this discussion is to determine whether or not it is essential to maintain the existing entitled square footages in each traffic zone. Several distinct situations exist within the IBC with regard to traffic zone entitlements. Each of these situations and the affected traffic zones are discussed below:

- The Traffic Zones in which the land uses and square footages are the same in Team Alternatives 2 and 3 are: 72, 76, 77, 79, 85, 89, 93, 94, 95, 96, 97, 98, 99, 100, 101, 104, 106, 114, 118, 119, and 120. There is no need to change the entitlements in these zones.
- The Traffic Zones in which maintaining the exiting built environment and approvals has little effect on the concepts and objectives of the plan are: 81, 88, 92, 105, 108, 110, 116, 117, 121. There is also no need to change the entitlements in these zones.
- In the following Traffic Zones the existing entitlements can be retained provided that the precise location(s) of the entitlements within these traffic zones does not compromise the concepts of the IBC Plan: 73, 75, 78, 84, 102, 103, and 123.
- The following Traffic Zones are projects which have been approved: 80, 83, 86, 87, 90, and 91. These traffic zones encompass the Big Four sites and a number of others. The built environment and entitlements should be honored in these traffic zones.
- Entitlements in Traffic Zones 122 and 125 can be retained although, because these traffic zones are adjacent to the Great Space, the entitlements at the edges of these zones should be evaluated to assure that the uses in these areas are in keeping with the major concepts of the IBC Plan.
- In Traffic Zones 74 and 113, the existing entitlements are felt to be too dense for the size of the traffic zone. This density also is not located in areas which reinforce the concepts of the IBC Plan.
- The Traffic Zones in which maintaining the existing entitlements for certain uses in these areas compromises the overall concepts of the IBC Plan are: 107, 109, 111, 112, 113 and 124. All of these Traffic Zones are located within planned residential districts of the IBC.

The Land Use Element of the IBC Composite Sketch Plan which follows in the next sections is the graphic representation of Team Alternative 2. This alternative was based upon the original goals and objectives established by the IBC Task Force. The Land Use Plan is intended a a base which will be built upon as additional factors become known during the Evaluation Phase of the project and as additional direction is provided by the Steering Committee.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

LAND USE DISTRICTS

The IBC has been divided into eleven land use districts according to their existing land use and their suitability for new, possibly different land uses. These eleven districts correspond to the districts defined previously in Chapter III - Urban Framework. The location of each of these districts was illustrated in Figure III-2. The uses in each IBC District as well as the development standards and design guidelines for these areas will contribute to a distinct character for each district.

As was discussed in Chapter III, districts are of three general types:

- Regional/Community Districts
- Neighborhood Districts
- General Business Districts

These district types refer not only to the land uses in these districts but also to the character and design of the district, its access and circulation patterns.

Districts or portions of districts can also fall into one of three use categories:

- Mixed-Use
- Multi-Use
- Single Use

Mixed-use, multi-use and single use districts are discussed below.

Mixed-Use Areas:

Mixed-use areas may be located within both Regional and Community Districts and within specifically defined areas of Neighborhood Districts. The characteristics of Mixed-Use Districts include:

- Three or more uses such as office, retail, residential, hotel or civic and cultural facilities.
- Architectural integration where uses are integrated within the building(s). This contrasts with a multi-use site in which several different single-use buildings such as hotels, office buildings and residential buildings, are located in one site but each building is a single-use structure.
- Mixed use development can often be combined with regional and community uses combining major concentrations of employment, retail, and cultural facilities with opportunities for an urban residential lifestyle.
- Neighborhood mixed-use areas consist typically of ground floor retail, mezzanine office with residential units above.

Multi-Use Areas

Multi-use areas are located predominantly within the General Business Districts of the IBC. These are areas in which several uses are planned but they are not necessarily integrated to the extent described under mixed-use areas, above.

Single Use Areas

Single use areas are located predominantly within portions of the Neighborhood Districts. A single use district or subarea is one in which only single uses are planned.

The following lists each of the eleven districts within the IBC and identifies their district type and whether they are predominantly mixed use, multi-use or single use districts. Figure III-2 in Chapter III - Urban Framework illustrated the location of each district.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

GENERALIZED LAND USE PLAN**Definition**

The generalized land use plan for the IBC consists of eight generalized use categories. Four of these are various intensities of mixed use, three are various densities of residential and one category encompasses the existing general business districts. Each generalized use area and its general location is described below. Definitions for the uses which comprise the mixed use districts will be presented in the following section of this chapter, "Allowable Land Uses."

Von Karman/Airport Mixed Use

These areas are the most intensely developed in the IBC and consist primarily of high rise office and hotel uses with high density residential and a component of ground floor retail uses in certain areas to encourage pedestrian activity. These uses are concentrated along the Von Karman Corridor and the Airport Promenade and are illustrated in Figure IV-3.

Freeway/Coastal Zone Mixed Use

These areas are less dense than the Von Karman/Airport Mixed-Use areas and are comprised predominantly of medium intensity office uses, high rise hotels and regional and commercial support retail. These areas are concentrated along the I-405 freeway corridor and in the Coastal Zone District at the southernmost point of the IBC. Figure IV-3 illustrates the generalized locations of the Freeway/Coastal Zone Mixed Use areas.

Neighborhood Mixed Use

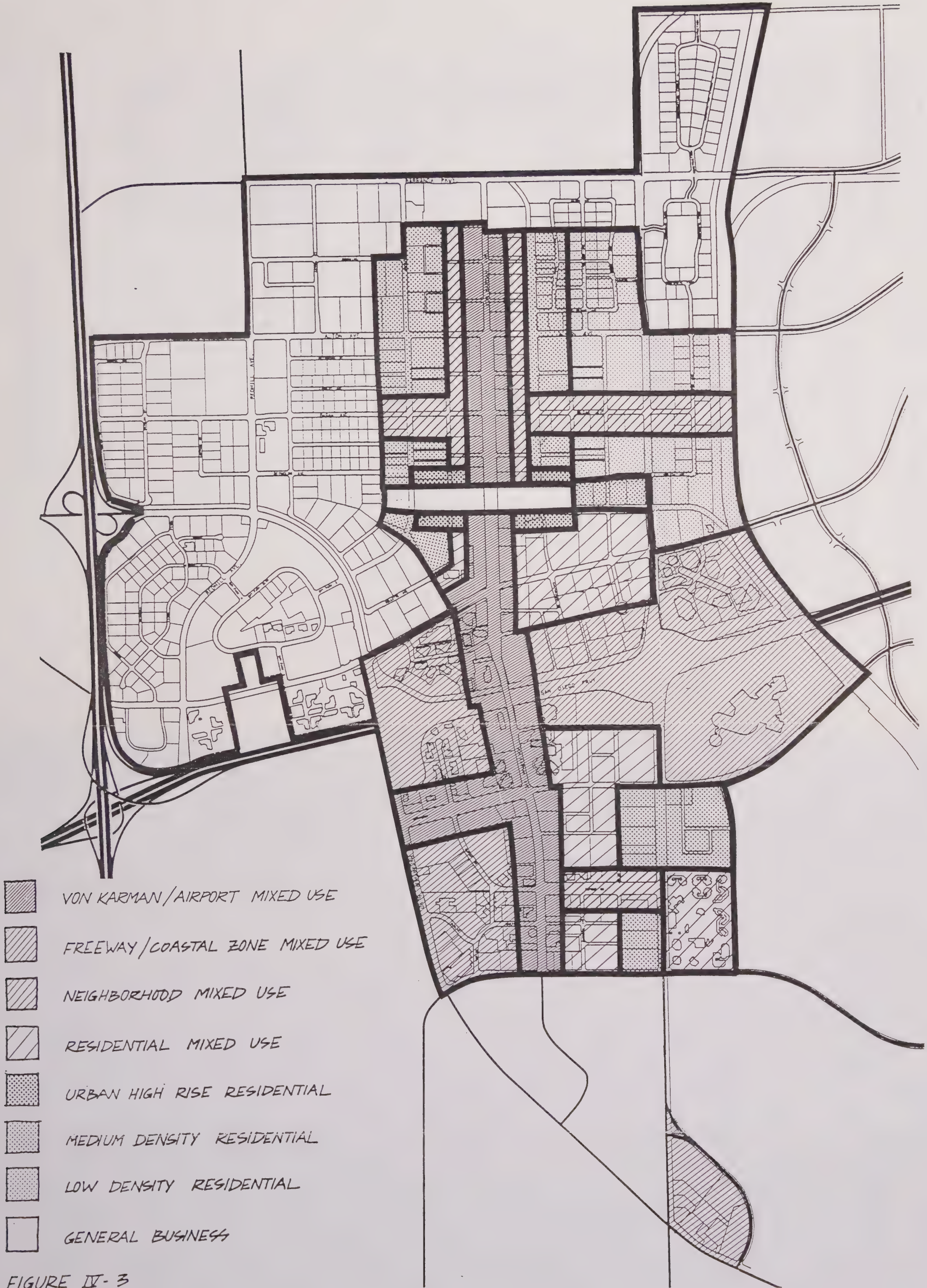
The neighborhood mixed use areas of the IBC are located in the two Northern and Southern Residential Districts and consist primarily of neighborhood support retail uses and mezzanine offices. Medium density residential uses are also incorporated into these mixed use areas. The locations of these Neighborhood Mixed Use areas are illustrated in Figure IV-3.

Residential Mixed Use

Several areas within the IBC provide for a mix of medium density residential uses and medium intensity offices. These areas often have a component of neighborhood retail to serve the residential uses. These areas are primarily located in transition areas between the low density residential neighborhoods and the higher intensity mixed use areas. Figure IV-3 illustrates the location of the Residential Mixed Use areas in the IBC.

High Density Residential

There are several single use areas of High Density Residential (110 du/acre) within the IBC. These areas are located adjacent to the IBC Great Space and serve to define the edges of this park. Figure IV-3 illustrates the generalized location of the High Density Residential areas of the IBC.



-  VON KARMAN/AIRPORT MIXED USE
-  FREEWAY/COASTAL ZONE MIXED USE
-  NEIGHBORHOOD MIXED USE
-  RESIDENTIAL MIXED USE
-  URBAN HIGH RISE RESIDENTIAL
-  MEDIUM DENSITY RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  GENERAL BUSINESS

FIGURE IV-3

GENERALIZED LAND USE PLAN

IRVINE BUSINESS COMPLEX CITY OF IRVINE, CALIFORNIA.

District and sub-area boundaries are approximate only. Precise boundaries will be determined as the planning process proceeds.

- FOR DISCUSSION PURPOSES ONLY-



**Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates**
BARTON ASCHMAN ASSOCIATES
KEYSER MARSTON ASSOCIATES
BEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Medium Density Residential/Low Density Residential

These two residential uses are located in single use areas within the IBC Northern and Southern Residential Districts. These areas are intended primarily for family oriented housing and consequently lend themselves to single residential uses. The Medium Density Residential Uses (45 du/acre) serve as a transition between the Low Density Residential Uses (30 du/acre) and the higher intensity mixed use areas. The generalized location of these uses is illustrated in Figure IV-3.

Manufacturing/Warehouse/Service/Garden Office/Commercial

These areas are located primarily west and north of the IBC Core and are the districts in which the existing M/W/S, Garden Office and Commercial uses will remain. Figure IV-3 illustrates the location of these areas.

PLANNED LAND USES

There are five primary land use categories which are planned for the IBC and which will be the building blocks of the IBC. These land use categories are:

- Residential
- Office
- Retail
- Hotel
- Industrial

Within each of these overall land use categories, a number of specific uses are planned for the IBC. The following sections define the uses which are planned in the IBC in each overall land use category.

In addition, Community and Cultural Facilities and Parks and Recreation Facilities are key components of the land use plan for the IBC. Community and cultural facilities and parks and recreation facilities are addressed separately at the end of this chapter.

Residential

A mix of four residential types are planned for the IBC. These residential types are:

- Urban High Rise Residential
- Urban Low Rise Residential
- IBC Medium Density Residential
- IBC Low Density Residential

Following is a description of each residential type:

Urban High Rise Residential

Definition

- Densest housing in the IBC
- Approximately 110 du/acre

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Location

- Located in regional/community mixed use districts
- Von Karman Corridor
- Freeway Center District no closer than 600 feet from the Freeway

Height

- Up to 150 feet

Urban Low Rise Residential

Definition

- Approximately 60 du/acre
- Transition residential between urban high rise and medium- to low-density residential

Location

- Located in regional and neighborhood mixed-use districts.
- IBC Northern Residential District between Von Karman and medium- to low-density residential areas
- McGaw Corridor
- IBC Southern Residential
- DuPont Corridor
- Freeway Center District no closer than 600 feet from the Freeway

Height

- Up to 75 feet

IBC Medium Density Residential

Definition:

- Approximately 45 du/acre
- Transition between urban high rise and medium- to low-density residential

Location:

- Located in neighborhood districts
- Located in the transition zone between the Von Karman Corridor and the IBC Northern and IBC Southern Residential Districts

Height:

- Up to 75 feet

IBC Low Density Residential

Definition:

- Single-use residential areas
- Lowest density in the IBC
- Approximately 30-45 du/acre
- Organized to create "neighborhood units"

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Location:

- Neighborhood location away from major roads
- Northern Residential District
- Southern Residential District

Height:

- Up to 35 feet

Inclusionary Residential

The inclusionary residential program is planned to provide affordable residential opportunities in general accordance with the City's Housing Element and to address the need to better balance the relationship between jobs and housing in Irvine as a whole and the IBC in particular.

Office

A mix of five office types are planned for the IBC. These office types are:

- High Density High Rise (Class A)
- Mid-Density High-Rise Office
- Mid-Density Office
- Mezzanine Office
- Garden Office

Following is a description of each office type:

High Density High Rise

Definition:

- $\pm$ 3.0 FAR
- Urban character
- Active ground floor uses
- Building located adjacent to the street.
- Urban character
- Uses include financial, insurance, real estate (FIRE) office uses and corporate headquarters
- Class A office space with the following characteristics "excellent location, large space, high credit tenants with long-term leases, excellent mechanical systems or distinctive architecture, quality construction, efficient design, and largest, newer recent construction"

Location:

- Located in community/regional and mixed-use districts
- Freeway Center District
- Von Karman Corridor

Additional locational considerations for High-Rise Urban Office include:

- Incorporate into transit nodes to encourage access via public transportation.
- Coordinated building location with the capacity of the transportation system.

Height:

- Up to 150 feet

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Mid-Density High-Rise Office

Definition:

- ± 1.5 FAR
- Urban Character
- Uses may include financial, office, real estate (FIRE) office uses, headquarters and financial institutions

Location:

- Located in regional/community serving districts
- Von Karman Corridor
- Freeway Center District
- Coastal Zone

Height:

- Up to 75 feet

Mid-Density Office

Definition:

- ± 1.0 FAR
- Located in regional/community serving districts
- Uses may include financial, insurance, real estate (FIRE) office uses, headquarters and financial institutions as well as smaller high quality office uses

Location:

- Von Karman Corridor
- Freeway Center District

Height:

- Up to 60 feet

Mezzanine Office

Definition:

- ± 0.25 FAR
- Located on the second and third floors of mixed use buildings which include ground floor retail and residential, hotel or other non-office uses above.
- Active ground floor uses.
- Street frontage
- Convenient pedestrian access
- Uses include doctors, dentists, accountants, real estate offices and other small, high-quality office users.

Location:

- Located in regional/community, neighborhood and mixed use districts.
- McGaw Corridor (IBC Northern Residential)
- DuPont Corridor (IBC Southern Residential)
- Transition zone between Von Karman High Rise Office and residential district

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Height:

- Up to 45 feet.
- Residential and hotel uses are allowed above this limit.

Garden Office

Definition:

- ± 0.25 FAR
- Low intensity
- Mostly existing IBC entitlements
- Free standing, often located in an office park setting.
- Focused on a garden or well-landscaped open space
- Uses may include small corporate headquarters and professional and service users
- Back Office (Class B) and Research and Development uses are also included in this category.
 - Back Offices require large floor plates. Users include computer operations centers and data processing firms.
- Class B office spaces usually lack one or more of the characteristics of Class A office space discussed under "High Density High Rise Office"

Location:

Garden offices will be allowed in the following districts:

- Skypark Circle
- Redhill East
- Redhill West

Height:

- Up to 60 feet

Retail

A mix of eight retail uses are planned for the IBC. These retail uses are:

- Von Karman Specialty Retail
- Regional Retail
- Neighborhood Support Retail
- Community Retail
- Airport Support Retail
- Commercial Support Retail
- General Retail
- Auto Related Retail

Following is a description of each of these retail types.

Von Karman Specialty Retail

Definition:

- ± 0.25 FAR
- Activities in this area will bring life to the street during and after office business hours.
- Uses will contribute to the unique character of Von Karman and enhance its regional draw.
- Uses may include the following: cafes and restaurants, men's and women's clothing stores, jewelry stores, bookstores, stores selling specialty items such as cookware, toys and gift items, neighborhood retail uses.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

- Pedestrian orientation
- Visibility and accessibility directly to the street.

Location

- Von Karman Corridor either:
 - As part of mixed-use centers.
 - As a ground floor use below residential, office and hotel developments.

Height

- Up to three floors in freestanding retail buildings or as part of mixed use facilities

Regional Retail

Definition

- Includes retail which serves the region such as large department and specialty stores
- Alternative regional retail uses include:
 - Branches of well-established specialty restaurants
 - Entertainment facilities and uses
- Limited market for traditional regional retail types in the IBC

Location

- Often located in a regional center
- Freeway Center District (Keystone Block)

Height

- Varies, may be multi-level as part of mixed use center
- Up to 45 feet in a mixed use building

Neighborhood Support Retail

Definition:

- Serves the day-to-day convenience shopping needs of the neighborhood residents.
- Uses may include the following: hardware store, grocery store, shoe repair, laundry, drug store, butcher, produce store, restaurant, bar, clothing, liquor, video, record/tapes, deli, and bakery.
- ± 0.10 FAR

Location:

- Located within or adjacent to residential districts
- McGaw Corridor (IBC Northern Residential)
- DuPont Corridor (IBC Southern Residential)
- Von Karman Corridor

Additional locational considerations for neighborhood retail include:

- Neighborhood retail should be available within a five minute or 1/4-mile walking distance from all residences in the IBC.

Height:

- One to two stories; ground floor uses predominate.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Community Retail

Definition:

- Serves a larger residential population than neighborhood retail.
- Frequently located in shopping centers with ample parking in attached single-story structures with large surface parking lots.
- Community retail uses include: large grocery stores, comparison shopping retail uses, personal services, fast-food restaurants, movie theaters, financial services, business/professional services, and large-scale retail uses.

Location:

- Regional/community location adjacent to primary streets
- Barranca Corridor

Additional locational considerations for community retail are:

- Community location to serve several neighborhoods.
- Generally accessible by automobile. Therefore, it may appropriately be located adjacent to auto-oriented retail districts.

Height:

- Up to 35 feet (per existing zoning)

Airport Support Retail

Definition:

- Support retail for airport employees and travellers
- Uses may include restaurants, convenience stores, tourist goods, dry cleaners and other goods and services required to support the airport related population.

Location:

- Airport District -ground and second floors along the Airport Promenade

Height:

- Generally single story, ground floor use with some second level

Commercial Support Retail

Definition:

- Caters to major employment centers
- Serves both office and industrial uses.
- Generally located in the ground floor of office buildings, in small freestanding centers, or as a "corner shop" in an industrial area
- Active street frontage to capture passers-by is desirable
- Uses include: copy shops, office supply stores, convenience stores, restaurants/delis

Location:

- Located in Regional/Community districts and General Business districts
- Freeway Center District
- Skypark Circle
- Von Karman Corridor

IBC Composite Sketch Plan
LAND USE AND INTENSITY

- Redhill East
- Redhill West

Height:

- Single story, ground floor use

General Retail

Definition:

- Provides for the sale of non-traditional retail items in a non-traditional retail environment
- Often, a lower rent structure is essential for the success of non-traditional retail.
- Uses include: Artist studios and galleries, arts and crafts shops, furniture makers.
- Located primarily in existing buildings such as former warehouse buildings and industrial buildings.
- An alternative retail area would include a variety of service and sales establishments.

Location:

- Skypark Circle
- Redhill East
- Redhill West
- USMC/Barranca District

Height:

- Generally single story

Auto-Related Retail

Definition:

- Serves the needs of the residents and office workers within the IBC and the City of Irvine as a whole.
- Typically free-standing, single-story structures with ample parking with garage space for auto repair
- Uses include: Muffler shops, mechanics, discount auto supply stores, wholesale consumer clubs
- Inappropriate for a pedestrian-oriented retail area but, for convenience and visual purposes, these uses can be clustered into a district.

Location:

- USMC/Barranca
-

Height:

- Up to 35 feet

Hotel

Four hotel types are planned for the IBC. These hotel types are:

- Business/Class A Hotels
- Convention Hotels
- Neighborhood Hotels
- Motels

Following is a description of each of these hotel types.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Business Hotels and Class A Hotels

Definition:

- 300 to 500 rooms
- Oriented towards short term stays for business travellers

Location:

- Located in regional/community districts
- Von Karman Corridor
- Airport Promenade
- Freeway Center District

Height:

- Up to 150 feet

Convention Hotels

Definition:

- Up to 1000 rooms
- Oriented towards large groups of business travellers
- Hotel includes large group meeting facilities

Location:

- Located in regional/community districts
- Airport District
- Von Karman Corridor
- Freeway Center District

Height:

- Up to 150 feet

Neighborhood Hotels

Definition:

- Up to 50 rooms
- Residential character
- Non-business clientele
- Uses include bed and breakfasts and inns.

Location:

- Located in neighborhood mixed-use districts
- McGaw Corridor (IBC Northern Residential)
- DuPont Corridor (IBC Southern Residential)

Height:

- Up to 75 feet

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Motels

Definition:

- Up to 100 rooms
- Auto oriented
- Located in commercial/regional districts
- Non-business clientele

Location:

- Barranca auto-related commercial corridor

Height:

- Up to 35 feet (per existing zoning)

DETAILED LAND USE PLAN

As was discussed in the Land Use Districts section of this chapter, each IBC District has an overall land use concept. In order to provide a preliminary detailed breakdown of land uses within each of these eleven IBC Districts, each district has been subdivided into a number of smaller land use subareas. Within each land use subarea a use or group of uses at a certain density/intensity are planned.

The locations of the eleven IBC districts were illustrated in Figure III-2 in Chapter III - Urban Framework. The eleven IBC Districts are:

- Von Karman Corridor (VK)*
- Freeway Corridor (F)*
- Airport District (A)*
- IBC Northern Residential (NR)*
- IBC Southern Residential (SR)*
- Skypark Circle (SP)*
- Redhill East (RE)*
- Redhill West (RW)*
- Northern Industrial Area (NI)*
- USMC/Barranca (UB)*
- Coastal Zone (CZ)*

Five of these districts, the Von Karman Corridor, the Freeway Corridor, the Airport District, and the IBC Northern and Southern Residential Districts, constitute the core of the IBC. An enlarged map of each of these core IBC Districts and the subareas of each district has been prepared. Each subarea is numbered with the district abbreviation (e.g. VK, NR, etc.) and the subarea number. A table for each district identifies the uses and densities/intensities which are planned for each subarea within the district.

In most districts, there are several subareas with the same designation. For example, in the Von Karman Corridor, four districts are designated VK-1. This indicates that, although the subareas are not contiguous, the uses and intensities/densities planned for these subareas are the same.

* The letters following each of the districts above is the district abbreviation. These abbreviations will be used to identify each IBC District in the following discussion.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

The following sections present:

- Figure IV-4 and Table IV-2 illustrate the allowable uses and intensities/densities for the Von Karman Corridor.
- Figure IV-5 and Table IV-3 illustrate the allowable uses and intensities/densities for the Freeway Corridor.
- Figure IV-6 and Table IV-4 illustrate the allowable uses and intensities/densities for the Airport District.
- Figure IV-7 and Table IV-5 illustrate the allowable uses and intensities/densities for the IBC Northern Residential District.
- Figure IV-8 and Table IV-6 illustrate the allowable uses and intensities/densities for the IBC Southern Residential District.
- Figure IV-9 and Table IV-7 illustrate the allowable uses and intensities/densities for the General Business Districts of the IBC -- Skypark Circle, Redhill East, Redhill West, USMC/Barranca, Northern Industrial District and Coastal Zone District.

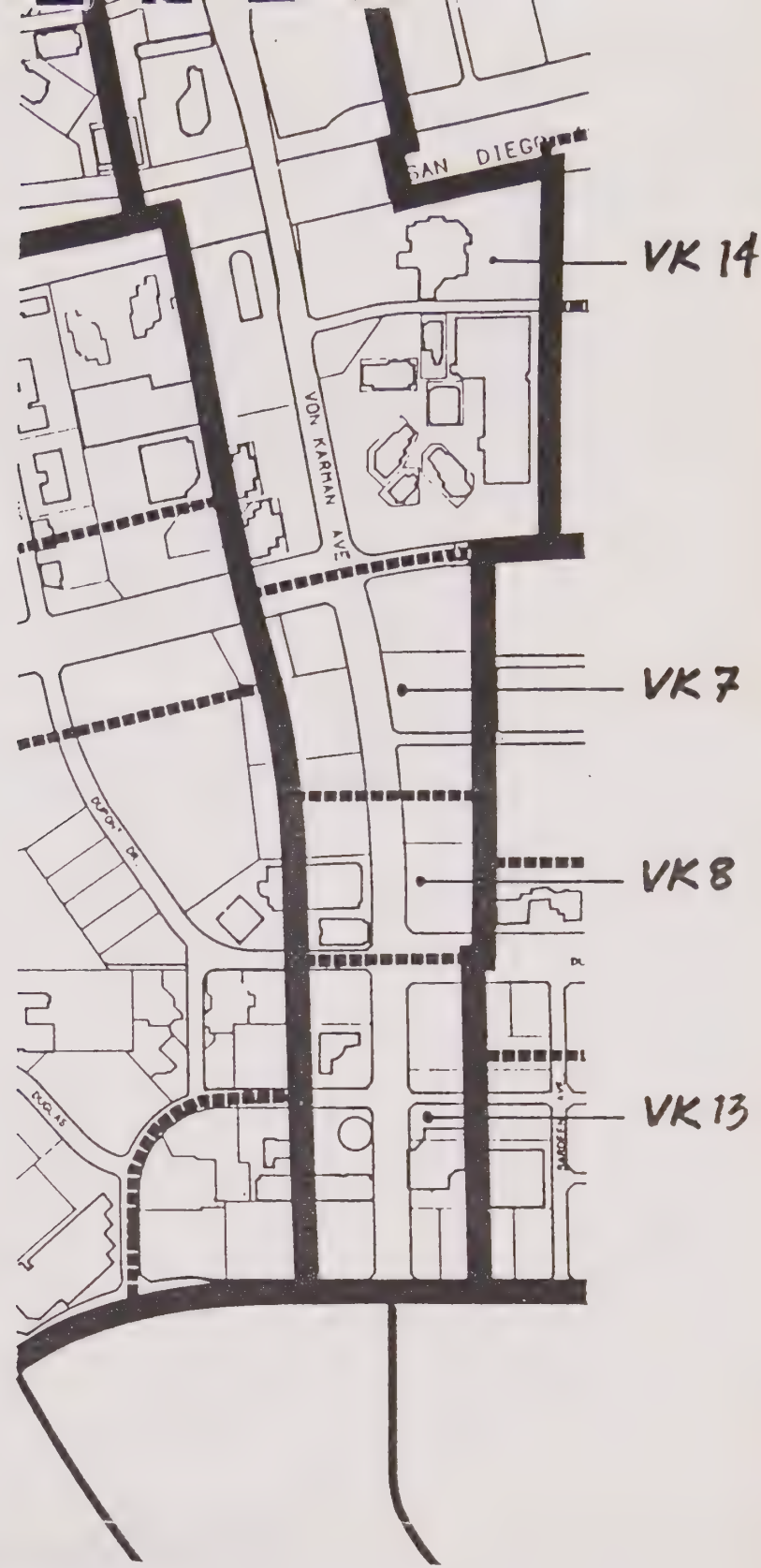
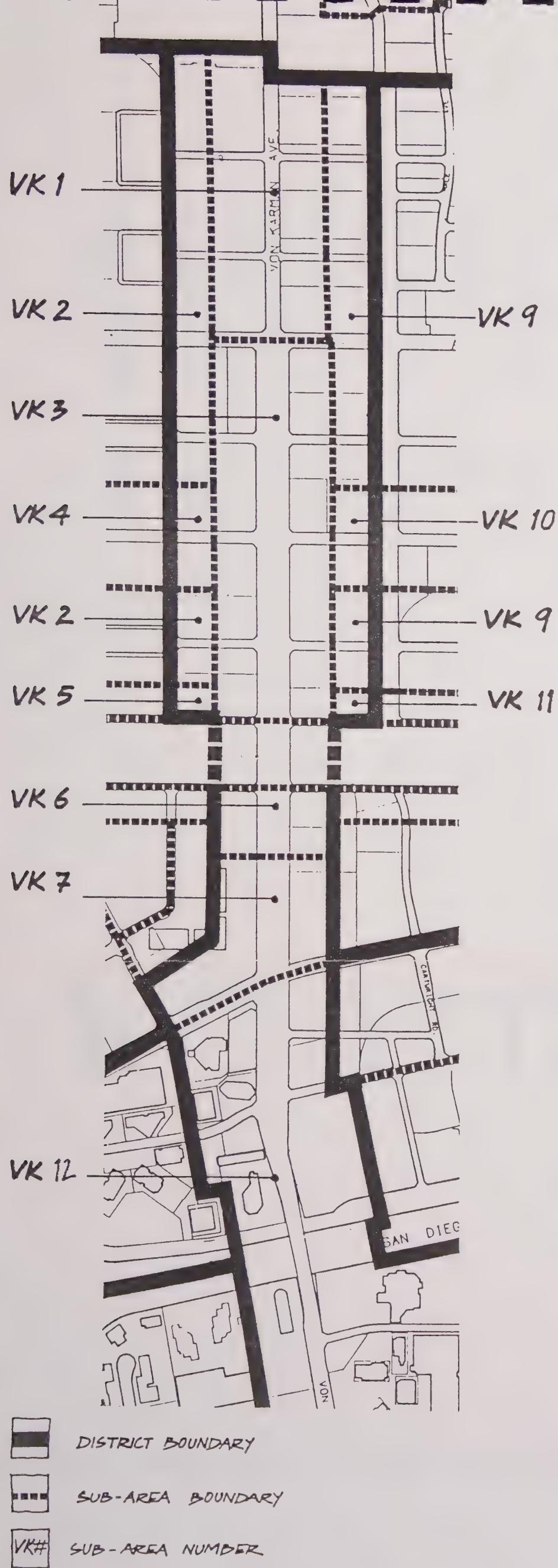


FIGURE IV-4

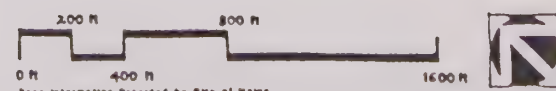
VON KARMAN CORRIDOR - LAND USE SUB-AREAS

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

District and sub-area boundaries are approximate only. Precise boundaries will be determined as the planning process proceeds.

- FOR DISCUSSION PURPOSES ONLY -



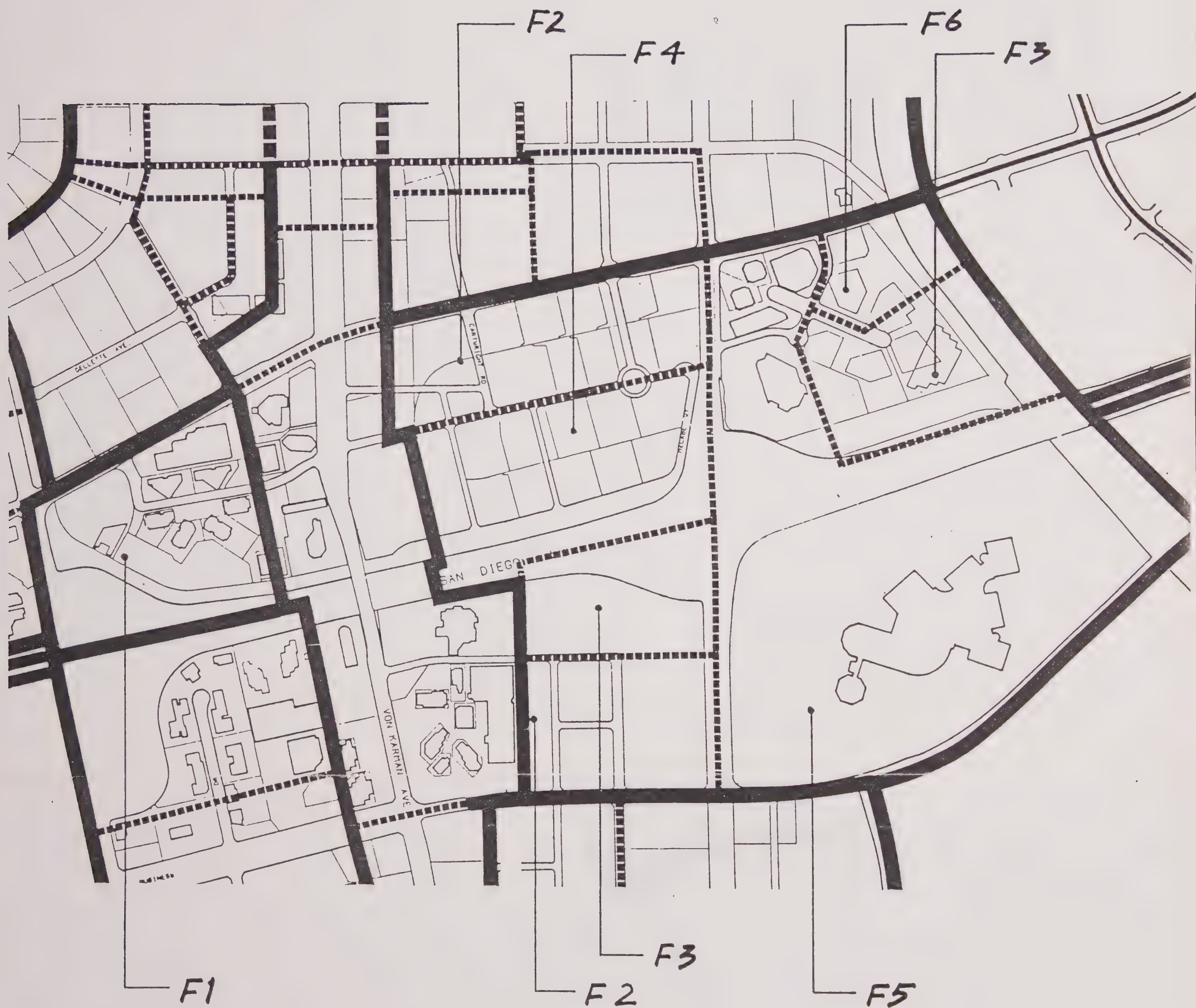
Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates

BARTON ASCHMAN ASSOCIATES
KEYSER MARSTON ASSOCIATES
SEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES

Table IV-2

VON KARMAN CORRIDOR

Land Use Areas	Planned Uses	Density/Intensity
VK 1	High Density High Rise Office	3.0 FAR
VK 2	IBC Medium Density Residential Mezzanine Office	45 du/ac 0.25 FAR
VK 3	Urban High Rise Residential High Density High Rise Office Von Karman Specialty Retail Business Hotel	110 du/ac 3.0 FAR 0.25 FAR
VK 4	IBC Medium Density Residential Mezzanine Office Neighborhood Support Retail Neighborhood Hotel	45 du/ac 0.25 FAR 0.10 FAR
VK 5	Urban High Rise Residential Mezzanine Office	110 du/ac 0.25 FAR
VK 6	Urban High Rise Residential Von Karman Specialty Retail	110 du/ac 0.25 FAR
VK 7	High Density High Rise Office Von Karman Specialty Retail	3.0 FAR 0.25 FAR
VK 8	High Density High Rise Office Von Karman Specialty Retail	3.0 FAR 0.25 FAR
VK 9	Urban Low Rise Residential Mezzanine Office	60 du/ac 0.25 FAR
VK 10	Urban Low Rise Residential Mezzanine Office Neighborhood Support Retail Neighborhood Hotel	60 du/ac 0.25 FAR 0.10 FAR 100 Rooms
VK 11	Urban High Rise Residential	110 du/ac
VK 12	High Density High Rise Office Business Hotel	3.0 FAR
VK 13	High Density High Rise Office Von Karman Specialty Retail Medium Density Residential	3.0 FAR 0.25 FAR
VK 14	High Density High Rise Office Von Karman Specialty Retail Business Hotel	3.0 FAR 0.25 FAR



-  DISTRICT BOUNDARY
-  SUB-AREA BOUNDARY
-  SUB-AREA NUMBER

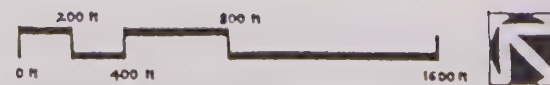
FIGURE IX-5

FREEWAY CORRIDOR DISTRICT - LAND USE SUB-AREAS

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

District and sub-area boundaries are approximate only. Precise boundaries will be determined as the planning process proceeds.



Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates

BARTON ASCHMAN ASSOCIATES
KEYSER MARSTON ASSOCIATES
BEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES

Table IV-3**FREEWAY CORRIDOR**

Land Use Areas	Planned Uses	Density/Intensity
F 1	Mid Density High Rise Office Business Hotel	1.5 FAR
F 2	IBC Low Density Residential Mid Density Office	30 du/ac 0.75 FAR
F 3	Mid Density Office Business Hotel	1.0 FAR
F 4	Mid-Density Office Regional Retail Business Hotel	1.0 FAR
F 5	Mid Density Office Commercial Support Retail Business Hotel Medium Density Residential	1.0 FAR 0.10 FAR
F 6	IBC Low Density Residential Mid Density Office	30 du/ac 0.75 FAR



-  DISTRICT BOUNDARY
-  SUB-AREA BOUNDARY
-  SUB-AREA NUMBER

FIGURE IV - 6

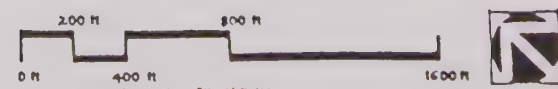
AIRPORT DISTRICT - LAND USE SUB-AREAS

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

District and sub-area boundaries are approximate only. Precise boundaries will be determined as the planning process proceeds.

- FOR DISCUSSION PURPOSES ONLY -



Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates
 BARTON ASCHMAN ASSOCIATES
 KEYSER MARSTON ASSOCIATES
 SEDWAY COOKE ASSOCIATES
 THE KEITH COMPANIES

Table IV-3**FREEWAY CORRIDOR**

Land Use Areas	Planned Uses	Density/Intensity
F 1	Mid Density High Rise Office Business Hotel	1.5 FAR
F 2	IBC Low Density Residential Mid Density Office	30 du/ac 0.75 FAR
F 3	Mid Density Office Business Hotel	1.0 FAR
F 4	Mid-Density Office Regional Retail Business Hotel	1.0 FAR
F 5	Mid Density Office Commercial Support Retail Business Hotel Medium Density Residential	1.0 FAR 0.10 FAR
F 6	IBC Low Density Residential Mid Density Office	30 du/ac 0.75 FAR

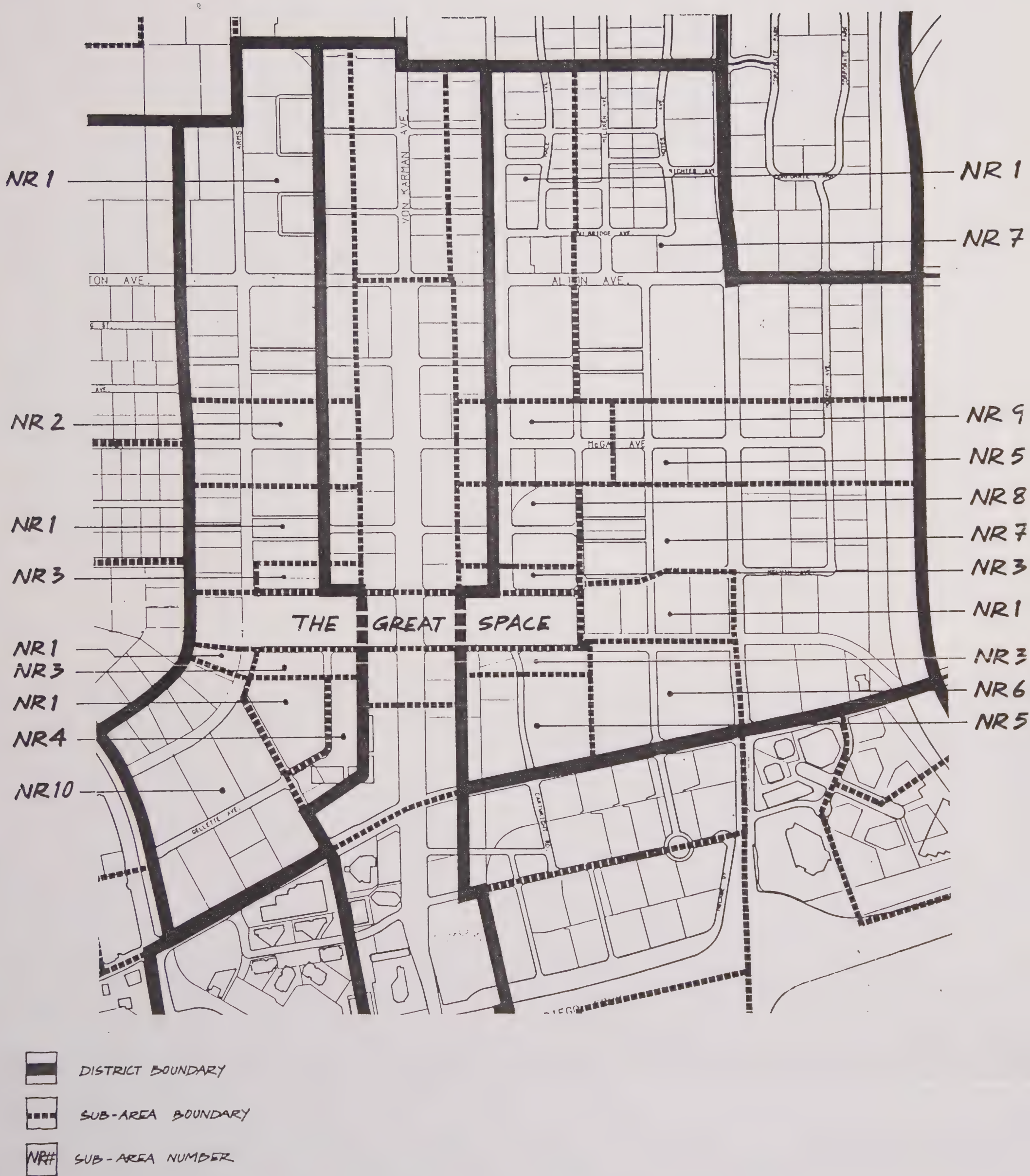


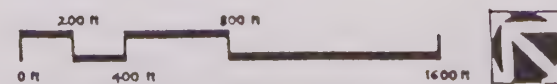
FIGURE IV - 7

IBC NORTHERN RESIDENTIAL DISTRICT - LAND USE SUB-AREAS

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

District and sub-area boundaries are approximate only. Precise boundaries will be determined as the planning process proceeds.



Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates
BARTON ASCHMAN ASSOCIATES
KEYSER MARSTON ASSOCIATES
SEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES

Table IV-4

AIRPORT DISTRICT

Land Use Areas	Planned Uses	Density/Intensity
A 1	Mid Density Office	1.0 FAR
A 2	Mid Density High Rise Office	1.5 FAR
	Airport Support Retail	0.10 FAR
	Business Hotel	
A 3	Mid Density High Rise Office	1.5 FAR
A 4	Mid Density Office	1.0 FAR
	Medium Density Residential	

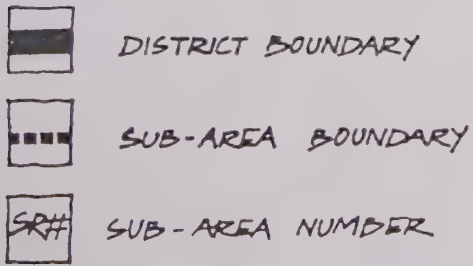
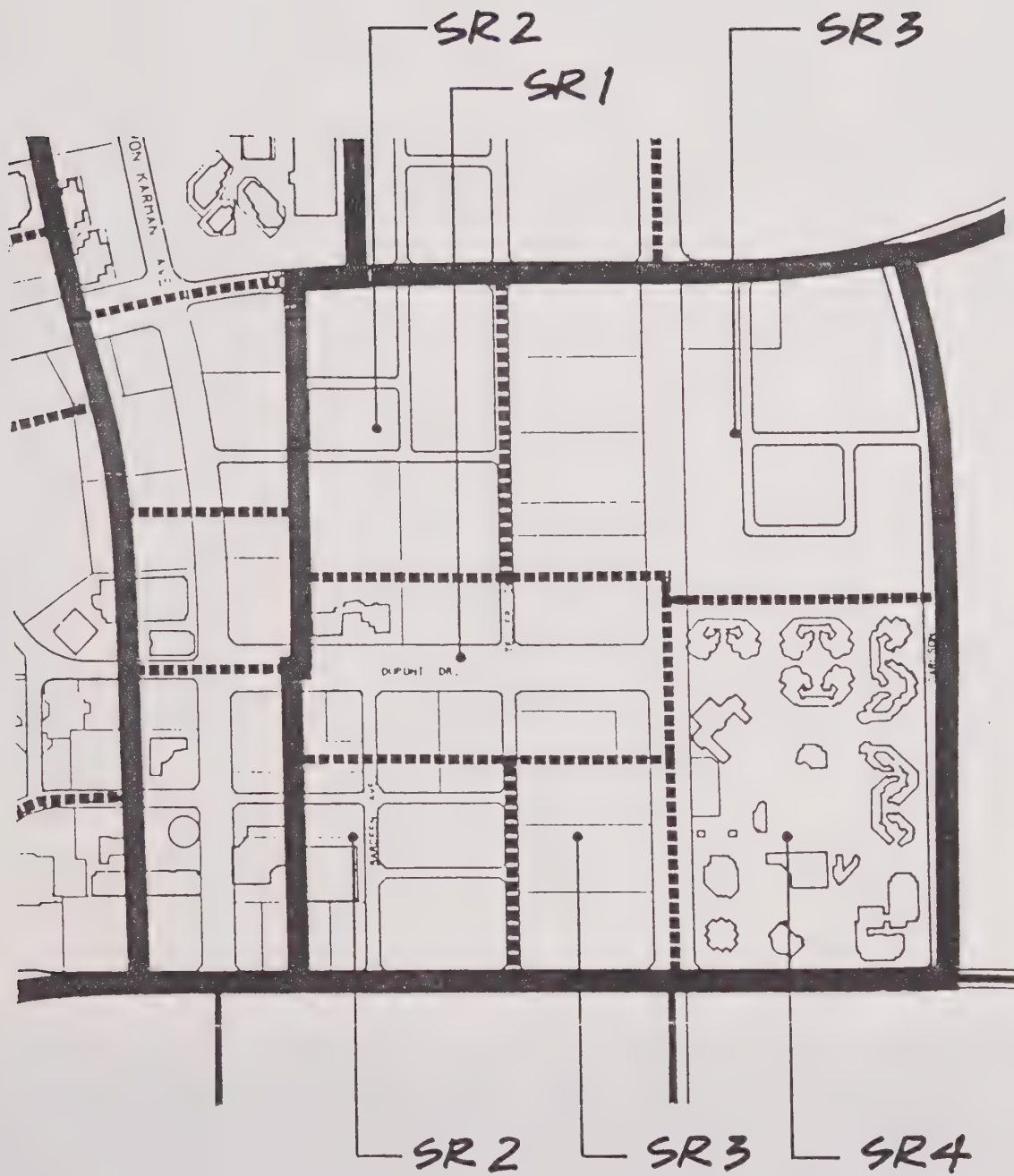
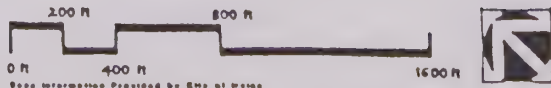


FIGURE IV-8

IBC SOUTHERN RESIDENTIAL DISTRICT - LAND USE SUB-AREAS

IRVINE BUSINESS COMPLEX CITY OF IRVINE, CALIFORNIA.

District and sub-area boundaries are approximate only. Precise boundaries will be determined as the planning process proceeds.

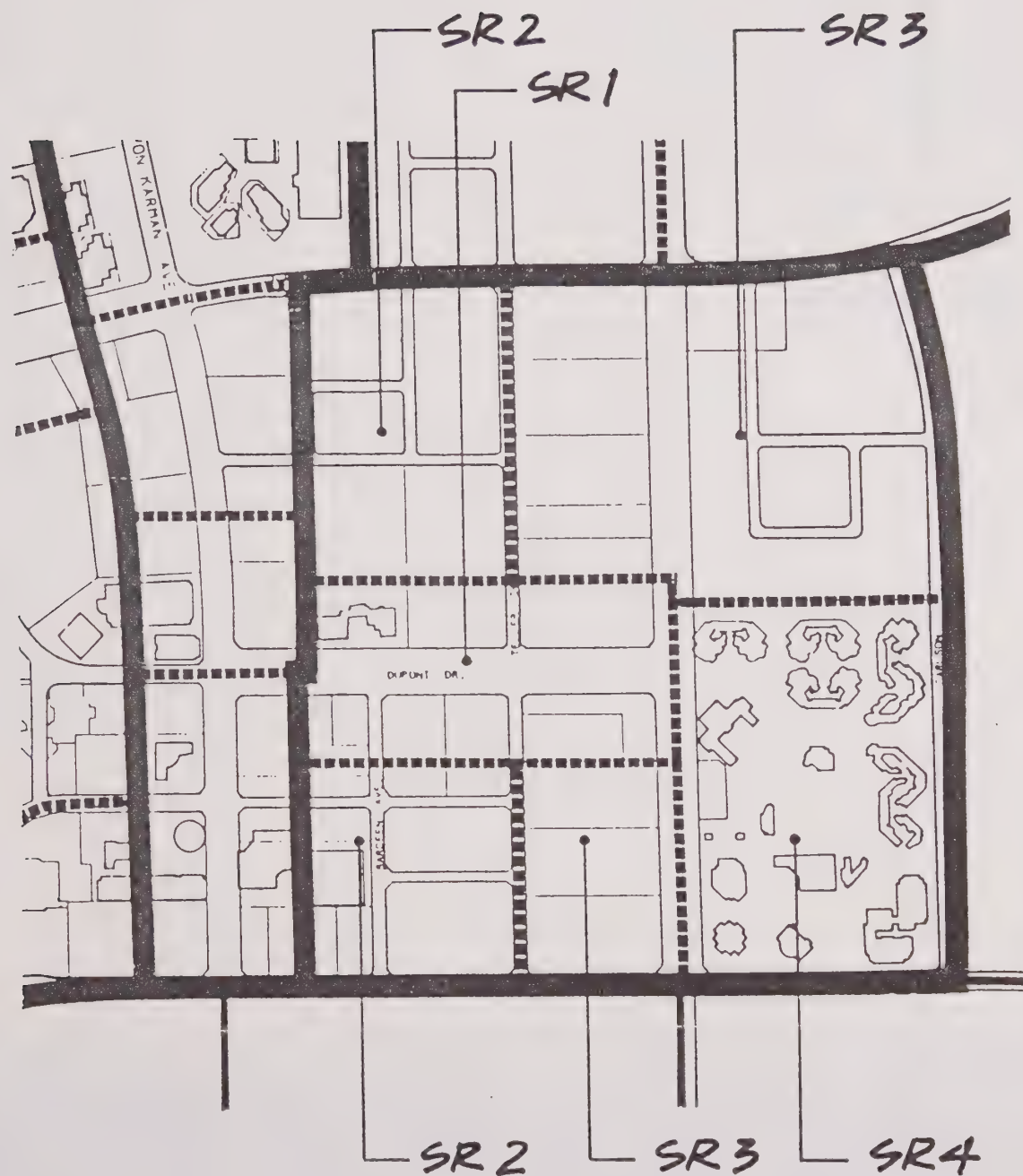


Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates
BARTON ASCHMAN ASSOCIATES
KEYSER MARSTON ASSOCIATES
SEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES

Table IV-5

NORTHERN RESIDENTIAL

Land Use Areas	Planned Uses	Density/Intensity
NR 1	IBC Medium Density Residential	45 du/ac
NR 2	IBC Medium Density Residential	45 du/ac
	Mezzanine Office	0.25 FAR
	Neighborhood Support Retail	0.10 FAR
	Neighborhood Hotel	
NR 3	Urban High Rise Residential	110 du/ac
NR 4	IBC Medium Density Residential	45 du/ac
	Mezzanine Office	0.25 FAR
NR 5	Urban Low Rise Residential	60 du/ac
	Neighborhood Support Retail	0.10 FAR
	Neighborhood Hotel	
NR 6	IBC Low Density Residential	30 du/ac
	Mid Density Office	0.75 FAR
	Business Hotel	
NR 7	IBC Low Density Residential	30 du/ac
NR 8	Urban Low Rise Residential	60 du/ac
NR 9	Urban Low Rise Residential	60 du/ac
	Mezzanine Office	0.25 FAR
	Neighborhood Support Retail	0.10 FAR
	Neighborhood Hotel	
NR 10	M/W/S	
	Garden Office	.25 FAR



-  DISTRICT BOUNDARY
-  SUB-AREA BOUNDARY
-  SUB-AREA NUMBER

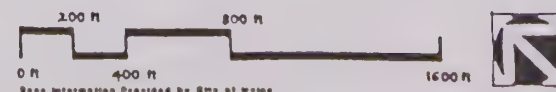
FIGURE IV-8

IBC SOUTHERN RESIDENTIAL DISTRICT - LAND USE SUB-AREAS

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

District and sub-area boundaries are approximate only. Precise boundaries will be determined as the planning process proceeds.



Hellmuth, Obata & Kassabaum
 HGHB/Sasaki Associates
 BARTON ASCHMAN ASSOCIATES
 KEYSER MARSTON ASSOCIATES
 SEDWAY COOKE ASSOCIATES
 THE KEITH COMPANIES

Table IV-6

SOUTHERN RESIDENTIAL

Land Use Areas	Planned Uses	Density/Intensity
SR 1	Urban Low Rise Residential	60 du/ac
	Mezzanine Office	0.25 FAR
	Commercial Support Retail	0.10 FAR
	Neighborhood Hotel	
SR 2	IBC Medium Density Residential	45 du/ac
	Mid Density Office	1.0 FAR
SR 3	IBC Medium Density Residential	45 du/ac
SR 4	Mid-Density Office	1.0 FAR
	IBC Medium Density Residential	45 du/ac
	Commercial Support Retail	0.10 FAR
	Business Hotel	



- | | | | |
|--|--------------------------|---|-------------------------------|
|  | DISTRICT BOUNDARY |  | REDHILL WEST SUB-AREAS |
|  | SUB-AREA BOUNDARY |  | USMC/BARRANCA SUB-AREAS |
|  | SKYPARK CIRCLE SUB-AREAS |  | NORTHERN INDUSTRIAL SUB-AREAS |
|  | REDHILL EAST SUB-AREAS |  | COASTAL ZONE SUB-AREAS |

FIGURE II-9

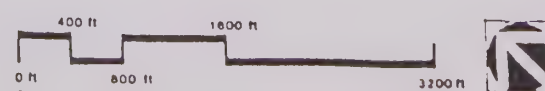
GENERAL BUSINESS DISTRICTS - LAND USE SUB-AREAS

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

District and sub-area boundaries are approximate only. Precise boundaries will be determined as the planning process proceeds.

- FOR DISCUSSION PURPOSES ONLY -



Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates
 BARTON ASCHMAN ASSOCIATES
 KEYSER MARSTON ASSOCIATES
 SEDWAY COOKE ASSOCIATES
 THE KEITH COMPANIES

Table IV-7

GENERAL COMMERCIAL DISTRICTS

USMC/BARRANCA

Land Use Areas	Planned Uses	Density/Intensity
UB 1	Auto Related Retail Garden Office	
UB 2	Office Commercial Support Retail M/W/S	
UB 3	Mid Density Office Motel	1.0 FAR
UB 4	Garden Office	

REDHILL WEST

Land Use Areas	Planned Uses	Density/Intensity
RW 1	Garden Office M/W/S	

REDHILL EAST

Land Use Areas	Planned Uses	Density/Intensity
RE 1	Garden Office M/W/S	
RE 2	Garden Office Commercial Support Retail M/W/S	

SKYPARK

Land Use Areas	Planned Uses	Density/Intensity
SP 1	Garden Office Commercial Support Retail M/W/S	
SP 2	Commercial Support Retail	
SP 3	Garden Office M/W/S	
SP 4	Garden Office Commercial Support Retail	

NORTH-EAST INDUSTRIAL

Land Use Areas	Planned Uses	Density/Intensity
NI 1	Garden Office M/W/S	
NI 2	Garden Office Commercial Support Retail M/W/S	

COASTAL ZONE

Land Use Areas	Planned Uses	Density/Intensity
CZ 1	Mid Density High Rise Office Commercial Support Retail Business Hotel	1.5 FAR 0.10 FAR

PARKS AND RECREATION FACILITIES

Introduction/Definition

As the residential and commercial population of the IBC grows, and as the civic role of the IBC expands, a variety of parks and recreation facilities will be required. However, because the IBC will be a unique urban area in the Irvine context, current City of Irvine park and recreation standards must be re-examined and a program unique to the IBC must be established. This section identifies the goals for parks and recreation facilities in the IBC, the findings of the parks and recreation facilities analyses and the proposed strategies for providing a variety of parks and recreation facilities within the IBC.

Generally, there are no directly applicable park standards of urban districts of the type represented by the current or future IBC. For comparative purposes, existing parkland within the Marina District in San Francisco is 3.2 acres per 1,000 people. The planned urban district, Mission Bay, also in San Francisco, will provide 3.75 acres of parkland per 1,000 people. It should be noted that these facilities are in the form of neighborhood parks. Community recreation facilities in San Francisco and other urbanized areas are provided in large community parks which serve a number of different districts.

Rather than defining new park standards for the IBC, new ways of providing the range and types of parks and open space in the IBC will be required. New types of parks and open spaces should be included in the IBC. These include:

- Roof gardens and recreation areas
- Winter gardens/conservatories
- Civic plazas and open areas
- Creation of linear parks through reuse of railroad rights-of-way and drainage corridors.

Park Program Summary

Generally, three broad categories of parks are planned for the IBC: Public Parks, Semi-Public Parks, and Private Parks.

Public Parks

These include publicly owned and maintained parks, recreation areas and urban spaces. The Urban Design Framework Plan illustrates the location of these public park facilities. In the IBC there will be five types of public parks:

Major Civic Spaces

Major civic spaces will be important aspects of the IBC, providing a focal point(s) for the community and a central location for a variety of activities. Within the IBC a major civic space "The Great Space" has been planned. As outlined in the table above, this space occupies approximately 30 acres and provides a focal point for civic activities the IBC.

"The Great Space" has the following characteristics:

- Visibility from major thoroughfares and accessibility by public transit.
- Well-defined edges, reinforced by active uses.
- Sites for two major civic or cultural buildings located within or adjacent to "The Great Space" to create activity and reinforce its sense of place.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Parkways and Linear Parks

These provide recreational opportunities for residents and employees of the IBC as well as amenities to the overall district and linkages to other areas of Irvine. Parkways and linear parks include:

- Von Karman Parkway (100' wide).
- Enhanced drainage channels.
- Dupont Parkway.
- Airport Promenade.
- San Diego Creek Park.

These Parkways and Linear Parks contain walking/jogging trails, picnic areas, water features, and visual amenities such as sculpture and special landscape.

Community Parks

As evidenced in San Francisco and other urban areas, community parks are located on large plots of land and serve several districts or villages. The IBC is a single district with a scarcity of undeveloped land to use for large community parks. Therefore, large community parks are not planned to be located in the IBC.

- Based upon estimated maximum population of approximately 70,000 persons, 140 acres of additional community parks will be needed to serve the future IBC population.

These parks may be capable of serving some of the community park's needs of future IBC residents. There are also several undeveloped villages in Irvine which could be planned to include additional community parklands as they develop. However, in both cases, a program of fees and improvements will be required to assure that the increased population of the IBC does not adversely impact the parks.

Neighborhood Parks

In addition to the major civic spaces, Neighborhood Parks will be a key component of the park and recreation system of the IBC. Because of the importance of neighborhood parks for family residential areas, the City of Irvine neighborhood park standard of 3 acres/1,000 population is planned in those areas. However, not all of this parkland need be owned and maintained by the City of Irvine. City-owned and maintained neighborhood parks account for 50 acres in residential areas of 25-45 du/acre. It is estimated that the remaining need can be met by the provision of semi-public neighborhood parks, (privately-owned and maintained, serving a block or neighborhood). See semi-private neighborhood parks.

Neighborhood parks will play an important role in the IBC and should accomplish the following:

- Serve the neighborhood unit (500 to 3,000 residents).
- Include a flexible range of facilities for the residential population to be served. These should include:
 - Children's play area.
 - Open lawn.
 - Gardens.
 - Multi-purpose courts for basketball, etc.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

- In addition to size and programmatic elements of neighborhood parks, a number of locational considerations regarding neighborhood parks are important to consider. These considerations include:
 - A public neighborhood park will be located a maximum 10 minute walk from all residential units.
 - Access to a neighborhood park will not require the crossing of any major streets, railroads or other physical barriers.
 - Neighborhood parks connect to other open spaces via pedestrian and bikeways.

The method of calculating in-lieu fees for parks should be re-examined to assure that adequate funds will be produced.

Natural Open Space

Generally, these include major natural areas which provide visual relief, views, and ecological values to the IBC. The most important of these is the San Joaquin Marsh, which is an environmentally-sensitive zone protected for its wildlife values. Linear park connections along the marsh for viewpoints, bicycling and walking will be provided.

A preliminary program strategy for the provision of public parks has been prepared based upon the Urban Framework Plan and the utilization of adjacent community parks and open areas. Following is a summary of the planned parks within the IBC:

<u>Type</u>	<u>Size</u>
Civic Parks	
Great Space	30 acres
Parkways/Linear Parks	60 acres
San Diego Creek	70 acres
Neighborhood Parks	
Public	50 acres
Open Areas	
San Joaquin Marsh	NA
TOTAL PUBLIC PARKS AND OPEN AREAS	210 acres

Semi-Public Parks

Neighborhood Parks

- Privately-owned and maintained neighborhood parks serving a block or neighborhood.
- Supplements publicly-owned and maintained neighborhood parks.
- Parkland dedication will vary by density and type of residential neighborhood and the desired design configuration of the residential area. Following are preliminary estimates of required neighborhood parkland based upon residential building prototype studies.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

<u>Type</u>	<u>Density</u>	<u>Usable Parkland</u>
Low Density Residential ¹	25-30 du/acre	20% of site area
Medium ²	±45 du/acre	Up to 35% of site area
Medium ³	±60 du/acre	Up to 35% of site area
High	±110 du/acre	Not applicable ⁴

Notes:

- 1) Based upon 2.6 acre site, 65 two and three townhouse units, 128 garage spaces, 50 on-street spaces, 30,000 s.f. semi-public open space on-grade.
- 2) Based upon 2 acre site, 80 units, 80 garage spaces, 20 street spaces, 24,000 square feet of usable open space on-grade, 6,000 square feet of open space over garage.
- 3) Based on 2 acre site, 120 dwelling units, 150 garage parking spaces, 41 street parking spaces, 18,000 square feet of semi-public open space over garage. Potential for additional 18,000 square feet open space over garage.
- 4) Actual on-site open space requirements not applicable due to location of high-density residential on Von Karman Corridor.

Employee Parks

In order to address the park needs of the IBC employees, a commercial open space standard is proposed. This standard will require provision of a specified quantity of usable public open space for each new square foot of commercial space. Special design standards will be prepared to guide the location and development of such space.

Recreation Facilities

Based upon the above analysis, either new recreation facility standards must be devised for the IBC or alternative locations for these facilities must be derived. There are no directly applicable recreation facility standards for urban districts of the type represented by the current or future IBC. Therefore, a new rationale for provision of recreation facilities within the IBC will be needed. This rationale is based upon the concept of service areas.

Service areas are the distances which people will travel to a given recreation facility. Those recreation activities with a small service area are neighborhood and district-oriented and will be located within the IBC. Facilities with a larger service area are more community oriented and will be located in community parks outside the IBC. Existing Irvine Recreation Facility Standards will be retained as general guidelines.

Facilities with large service areas should be located in community parks. A large service area is determined by the user group and the form of transportation to the facility. These facilities are primarily used by older children or adults who are more mobile and can bike or drive to these facilities. These facilities include:

- Football/Soccer Fields.
- Frisbee Golf.
- Trails.
- Competitive Pool.
- Dance/Exercise Studio.
- Golf/Driving Range.
- Group Picnic Area.
- Gymnasium.
- Nature Trail.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Facilities with small service areas should be located in neighborhood parks. Young children and immediate neighborhood residents use neighborhood facilities on a day-to-day basis. Recreation facilities to be included in neighborhood parks within the IBC include:

- Play Areas.
- Open Play Areas.
- All Lighted Facilities.
- Running Track.

Certain facilities can serve both the neighborhood and the community. The standards for these facilities are too low to provide all of these facilities.

The standards for the following facilities are too great to provide all of these facilities at the neighborhood level. These facilities, therefore, should be allotted between the neighborhood and the community parks. These facilities are:

- Basketball Courts.
- Handball/Racquetball Courts.
- Softball/Baseball Fields.
- Tennis Courts.
- Volleyball Courts.
- Picnic Area.
- Recreational Pool.

As the IBC Plan is further developed, the locations of these elements will be identified.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

COMMUNITY SERVICES AND CIVIC/CULTURAL FACILITIES

This section identifies the priority of community services and civic/cultural facilities which were identified during the May 1989, IBC Charette. Additional community services and cultural facilities which were not prioritized but will be important additions to a new urban community, are also identified. The preferred location or locational considerations for each of these facilities will be identified. Although all of these items may not be incorporated into the IBC, it is important to consider the locations for these facilities in the context of the overall plan.

The siting of these facilities is based upon the overall concepts of the IBC Composite Sketch Plan. Each facility was evaluated for its appropriateness as in a Regional Commercial District, a Neighborhood District or a General Business District. Because of the public nature of community and cultural facilities and their need for accessibility, the former two district types were determined to be more appropriate locations for these facilities.

In order of priority, the facilities identified during the Charette as priority needs are:

- Outdoor Concert Facility
- Social Services
- Teen Services
- Regional Museum Complex (*)
- Public Gathering Place
- Major Arena (*)
- Regional Library (*)
- Opera House (*)
- Symphony Hall (*)
- Contemporary Art Museum (*)
- Major Football/Baseball Stadium
- Minor Football/Baseball Stadium

The items indicated with an asterisk (*) are those facilities which were felt by the IBC Charette Team to best provide the opportunity to create a "sense of place" within the IBC.

The following additional community services and cultural facilities have been identified during the planning process as vital in creating a stable, attractive residential environment, in the case of community services, or as important elements of the cultural diversity of this new urban district.

- Child Care Center
- Community Center
- Family Service Center
- Senior Service Center
- Youth Center
- Churches
- Market
- School
- Convention Center
- Theatres
- Gymnasium
- Cinemas
- Galleries
- Memorials

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Regional Community Facilities

Outdoor Concert Facility

Preferred Location

- The IBC is not of sufficient size to accommodate an outdoor concert facility and the required parking and service areas. A bandshell or smaller scaled outdoor facility should be located within the Great Space.

Social Services

Preferred Location

- Keystone Block

Additional Locational Considerations

- This facility is envisioned to house a variety of social services to serve the entire IBC population, residents and office workers. Therefore location in the Village Core is essential.

Regional Museum Complex (*)

Preferred Location

- Facing onto the Great Space
- Keystone Block

Additional Locational Considerations

- Proximity to transit nodes
- Location in or adjacency to the Great Space provides a powerful urban statement and contributes to a sense of place.

Public Gathering Places

Preferred Location

- Great Space
- Keystone Block
- Building Plazas
- Regional Museum Complex
- Regional Library
- Contemporary Art Museum
- Convention Center

Major Arena (*)

Preferred Location

- The IBC is not of sufficient size to accommodate a major arena and the required parking and service areas. This facility could be developed in conjunction with the University of California at Irvine.

Regional Library (*)

Preferred Location

- Adjacent to and fronting onto the Great Space. This provides a

Additional Locational Considerations

- Serve an area of 1 to 1.5 miles in radius.
- Be easily accessible, preferably on a main thoroughfare.
- Located near a neighborhood center.
- In addition, within the IBC a library can help define a civic space and should be located to take advantage of this fact.
- Location in or adjacency to the Great Space provides a powerful urban statement and contributes to a sense of place.
- Locate on main thoroughfares and/or near transit stops to provide visibility and ease of access.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Opera House (*)**Preferred Location**

- Adjacent to and facing the Great Space

Additional Locational Considerations

- Locate on main thoroughfares and/or near transit stops to provide visibility and ease of access.
- Location in or adjacency to the Great Space provides a powerful urban statement and contributes to a sense of place.

Symphony Hall (*)**Preferred Location**

- Adjacent to and facing onto the Great Space

Additional Locational Considerations

- Location in or adjacency to the Great Space provides a powerful urban statement and contributes to a sense of place.
- Locate on main thoroughfares and/or near transit stops to provide visibility and ease of access.

Contemporary Art Museum (*)**Preferred Location**

- Adjacent to and facing the Great Space

Additional Locational Considerations

- Location in or adjacency to the Great Space provides a powerful urban statement and contributes to a sense of place.
- Locate on main thoroughfares and/or near transit stops to provide visibility and ease of access.

Major/Minor Football/Baseball Stadium**Preferred Location**

- The IBC is not of sufficient size to accommodate a major football/baseball stadium and the required parking and service areas.

Convention Center**Preferred Location**

- Spanning the I-405 Freeway linking the northern and southern portions of Von Karman

Theatres**Preferred Location**

- Von Karman Corridor - in the areas in which Von Karman Specialty Retail will be encouraged on the ground floor.
- Keystone Block, adjacent to Von Karman
- Location in or adjacency to the Great Space provides a powerful urban statement and contributes to a sense of place.
- Locate on main thoroughfares and/or near transit stops to provide visibility and ease of access.

Cinemas**Preferred Location**

- Von Karman Corridor - in the areas in which Von Karman Specialty Retail will be encouraged on the ground floor.
- Keystone Block, adjacent to Von Karman

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Galleries

Preferred Location

- Von Karman Corridor - Specialty Retail areas
- Additional Locational Considerations
- Space galleries along Von Karman to facilitate pedestrian movement along the Corridor.

Memorials

Preferred Location

- Great Space
- Von Karman Median

Child Care Center

Preferred Location

- To serve the IBC working population, location should be integrated into one of the Von Karman office buildings and within walking distance of one of the Von Karman Transit nodes.

Additional Locational Considerations

- Proximity to a park or the Great Space

Neighborhood Facilities

Child Care Center

Community Center

Family Service Center

Senior Service Center

Teen Services

Youth Center

Preferred Locations

A facility combining the above facilities should be located in each of the following districts:

- IBC Northern Residential District
- IBC Southern Residential District

Additional Locational Considerations

- Facilities should be clustered together with a centrally located community service center.
- Adjacency to a neighborhood park
- Locate within walking distance of the majority of the residential population which will be served.

Churches

Preferred Location

- IBC Northern Residential District
- IBC Southern Residential District

Market

Preferred Location

- McGaw near Von Karman

Additional Locational Considerations

- Should not be developed as a traditional suburban supermarket. Rather, a more urban prototype, possibly with structured parking or tucked into a mixed use structure should be explored.

IBC Composite Sketch Plan
LAND USE AND INTENSITY

Elementary School

Preferred Location

- Central location in the IBC Northern Residential District

Additional Locational Considerations

- Centrally located in the interior of the neighborhood unit
- Location along a collector street
- Locate within two blocks of a major arterial.
- Sites should provide easy access from within and outside of the neighborhood unit.

Gymnasium

Preferred Location

- Should be provided in conjunction with the development of a school to promote shared facilities.

Memorials

Preferred Location

- Neighborhood Parks

Public Gathering Spaces

Preferred Location

- Neighborhood Parks

TRANSPORTATION ELEMENT

IBC Composite Sketch Plan
TRANSPORTATION ELEMENT

INTRODUCTION

The Transportation Component of the IBC Composite Sketch Plan is intended to serve an integrated mixed-use land use plan which is largely based upon the Urban Village goals and objectives established by the IBC Task Force.

The Transportation Component represents a preliminary analysis of potential traffic impacts of alternative land use patterns and intensities in IBC. This plan takes a multi-modal approach to not only accommodate the vehicular traffic needs of the IBC, but to help create a livable urban environment for future IBC residents, employees and visitors.

As discussed in the Land Use Component, in order to test potential traffic generation, two land use alternatives, Team Alternative 2 (Alt 2) and Team Alternative 3 (Alt 3) were developed. These were compared to the IBC land use pattern and build-out intensity included in the General Plan Amendment 16 (GPA 16). The land use intensities developed in each alternative were tested through the "Irvine Transportation Analysis Program" (ITAP model) to produce the total trip generation and impacts on the Level of Service within IBC.

Components of the Transportation plan have been divided into the following:

- o Land Use Influences on Travel Patterns - This element examines the generalized impacts that land use intensity and land use patterns have on traffic flow in the IBC.
- o Roadway Component - This section examines specific impacts of the two proposed land use alternatives on intersections in the IBC.
- o Transit Component - Defines proposed alternative modes of transportation and quantifies the extent to which these alternative modes may be employed to serve the preferred land use pattern and intensity within IBC.
- o Transportation Management Program - Describes a set of strategies and controls that can be implemented to additionally reduce single occupancy vehicle trips during congested peak traffic periods.
- o Pedestrian Component - Discusses a strategy for the integration of pedestrian traffic into and within all areas of the IBC. Pedestrian traffic not only serves to reduce the reliance on automobiles but adds vitality to urban environments.
- o Bikeways Component - This section discusses a strategy for the integration of bicycles into the IBC transportation program.

LAND USE INFLUENCE ON TRAVEL PATTERNS

Introduction

It is virtually impossible to discuss the transportation planning effort in any detail without also discussing the land use assumptions on which the Transportation Plan is based. A goal, as stated by the City of Irvine, is to have no more traffic on the streets of the IBC or on adjacent streets than would be under the build-out scenario of GPA 16 now being adopted by the City.

Land use intensities and distribution for Team Alternative 2 and Team Alternative 3 have significant implications for transportation planning in terms of trip generation and the ability to reduce automobile trips

IBC Composite Sketch Plan
TRANSPORTATION ELEMENT

within and out of the IBC. This reduction of automobile trips is referred to as "Internal Capture". Both are trip generation and internal capture and are discussed below.

Trip Generation

Both proposed land use alternatives significantly increase development totals over that of GPA 16. Of that increased level of development, the most significant impacts to IBC traffic are in the afternoon (PM) peak period.

Even with trip rates adjusted for Irvine conditions and a 15% trip reduction rate due to an Irvine Transportation Management Program, the vast majority of afternoon peak hour trips are generated by outbound office trips. In fact, the resulting patterns show that approximately 80% of all trips leaving the IBC were generated by office land uses. The tables below illustrate a comparison of trips generated by the three development alternatives.

Total trip production for the PM peak hour relative to the existing conditions are as follows:

GPA 16 - 37.7 million square feet			
Inbound	$37,700 \times .36^* =$		13,570 trips
Outbound	$37,700 \times 1.13^* =$		<u>42,590 trips</u>
Total			56,150 trips

2nd Team Alternative - 45.0 million square feet			
Inbound	$45,023 \times .36^* =$		16,200 trips
Outbound	$45,023 \times 1.13^* =$		<u>50,900 trips</u>
Total			67,100 trips

3rd Team Alternative - 47.3 million square feet			
Inbound	$47,307 \times .36^* =$		17,000 trips
Outbound	$47,307 \times 1.13^* =$		<u>53,450 trips</u>
Total			70,150 trips

2nd Team Alternative produces a 10,950-trips/hour increase over the GPA 16 alternative as a result of an increase of 7.3 million square feet of office space.

3rd Team Alternative produces a 14,300-trips.hour increase over the GPA 16 alternative as a result of an increase of 9.6 million square feet of office space as well as a buildup in retail space.

*Trip Generation Rates

Trip Generation Comparison

	Total Trips	Trips Compared to GPA 16	Office Land Use
GPA 16	924,415	---	37,692,450
2nd Alt	1,048,113	+123,698	45,023,390
3rd Alt	1,141,726	+217,311	47,307,240

IBC Composite Sketch Plan
TRANSPORTATION ELEMENT

Internal Capture

Internal capture is defined as the amount of trips retained within the IBC rather than joining the outbound exodus at the PM peak. Many of those trips may be diverted into other modes such as pedestrian, bicycle, busses or internal circulator. The effectiveness of internal capture is largely dependent on the general land use pattern. In the case of the IBC, the key to capturing internal trips to the creation of an integrated, mixed-use land use pattern, and especially, the addition of a significant retail and housing component.

The majority of internally captured trips are those from office to residences in the IBC. Other internally captured trips are primarily between office and hotel land uses and between residential and retail land uses.

The following figures, "Capture of Internal Trips" for Team Alternatives 2 and 3 illustrate numbers of trips estimated to be internally captured within the IBC.

One source of automobile travel reduction is the potential for changing automobile trips into pedestrian trips by putting together land uses into mixed-use developments. The following table "Potential for Internal Capture of PM Peak Hour Trips in Mixed-Use Developments" illustrates that significant reductions in automobile trips are possible by this means.

Potential for Internal Capture of PM Peak Hour Trips in Mixed-Use Developments

Average Daily From\To Traffic		Percent of PM Peak Hour Trips Captured Within a Mixed-Use Development					
		Office	Retail	Residential	Hotel	Restaurant	Theatre
12 tr/1000 sf	Office	--	5%	10%	15%	5%	5%
45 tr/1000 sf	Retail	5%	--	20%	15%	10%	10%
10 tr/1000 sf	Residential		20%	--	min	10%	10%
tr/1000 sf	Hotel	5%	15%	min	--	20%	10%
tr/1000 sf	Restaurant	5%	15%	15%	20%	--	20%
tr/1000 sf	Theatre	min	15%	10%	10%	20%	

(Source: Institute of Traffic Engineers)

ROADWAY COMPONENT

Introduction

The roadway system in the IBC is made up of a combination of regional and local-serving streets. These streets have historically been designed to respond to the existing land use pattern and intensities within the IBC.

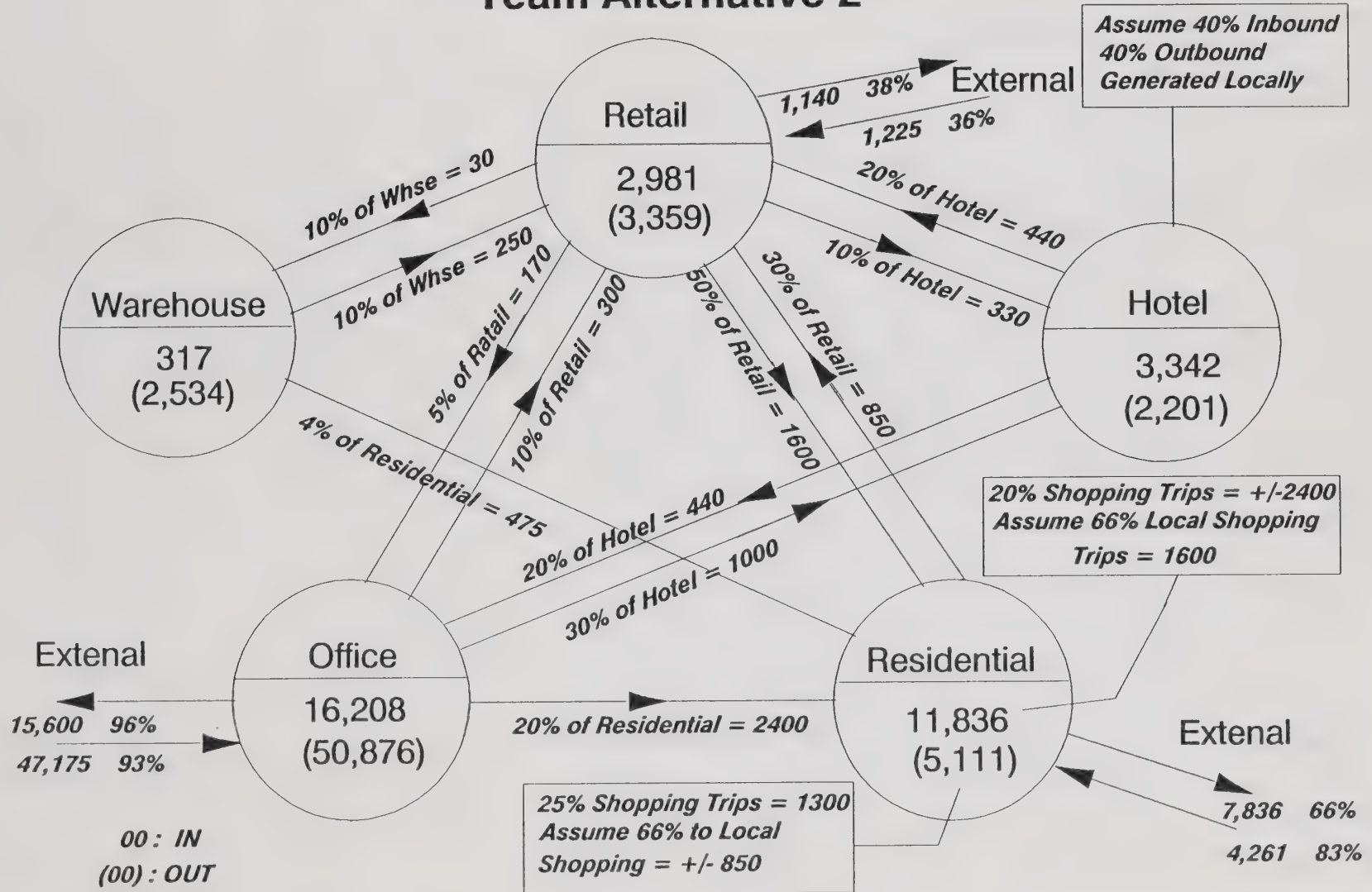
There are streets in the IBC that accommodate substantial levels of through traffic. As much as 40% non-IBC traffic can be found on some arterial streets in the IBC.

Proposed Improvements

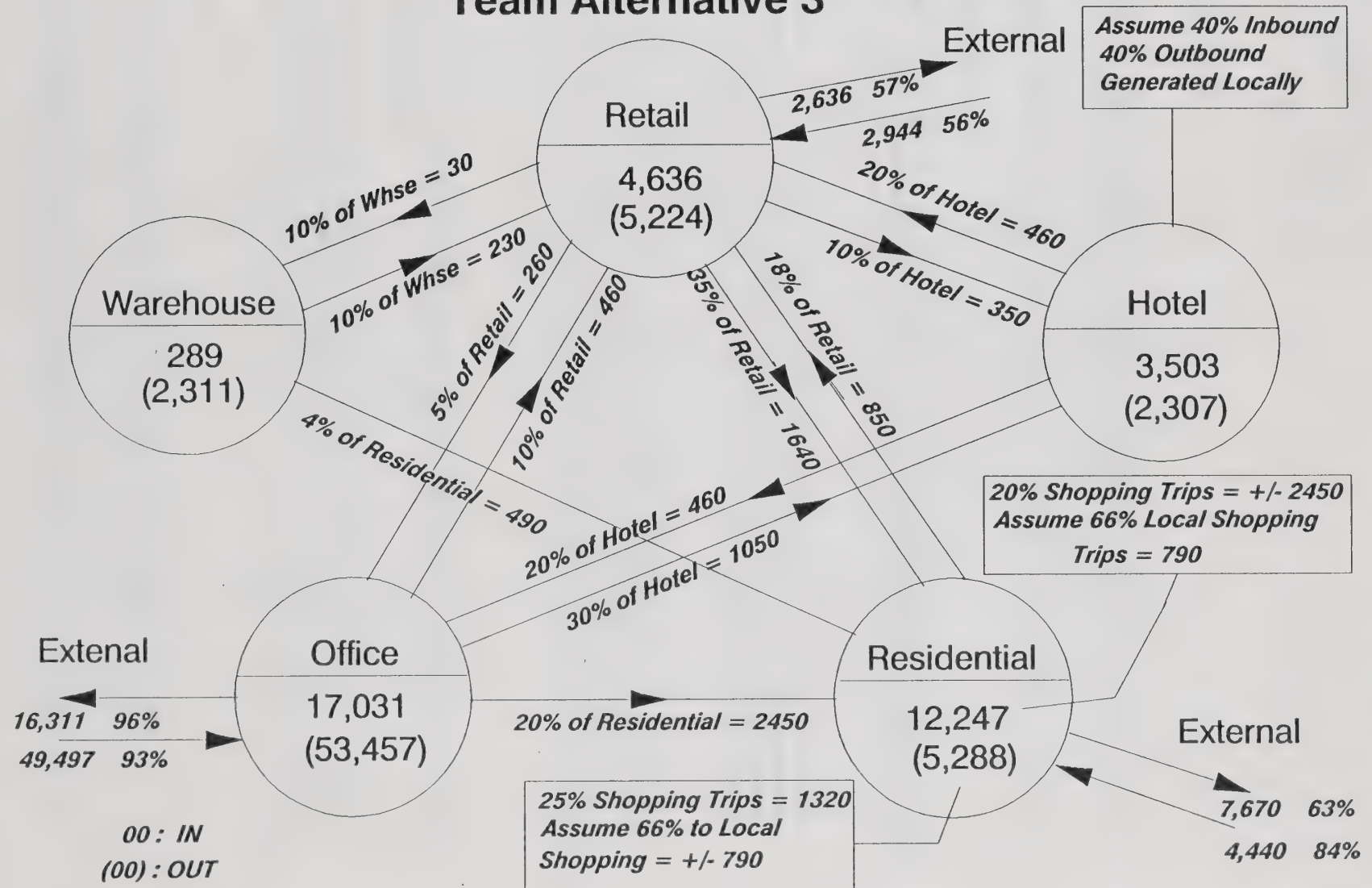
Proposed road improvements affecting the IBC fall into two categories - regional and local.

CAPTURE OF INTERNAL TRIPS

Team Alternative 2



Team Alternative 3



IBC Composite Sketch Plan
TRANSPORTATION ELEMENT

Regional Improvements

Regional improvements include a number of improved corridors such as the realignment of Jamboree to the north of the IBC and the proposed bridging of SR55 at Alton and McGaw. Also mentioned, but not actively being pursued, is the creation of a new corridor along the San Diego Creek alignment.

In addition to these regional-serving roads are the proposed freeway High Occupancy Vehicle (HOV) lanes that could serve the IBC.

Internal Improvements

Roadway improvements internal to the IBC consist of a series of low capacity neighborhood streets that would break down the existing superblocks to create a more urban and neighborhood feeling within the IBC. A figure illustrating the location of these and other streets is found in Figure III-3 in the preceding Urban Framework Element.

The second type of recommended road improvement internal to the IBC is a revision of street sections to respond to the proposed urban design character of those streets. Streets serve a variety of purposes - access, location, recreational, transportation, and the are determinant of urban form. While all streets would carry automobile traffic, some would primarily serve regional needs, others would carry local traffic, and still other streets may have transit or local service emphasis.

Subsequent work, determined primarily by the selection of one land use alternative and its accompanying intensities and distribution of development, will identify the minimal level of roadway requirements needed to realistically serve that land use plan. Integral to this examination is the testing and confirmation of the street sections as proposed in the Urban Framework Element. The minimum roadway requirements will be tested at both the Corridor and intersection configuration level. Future performance will be tested against City guidelines for long range performance (i.e., level of service E or better).

Intersection Capacity

Under current zoning the existing roadways will be severely congested if travel patterns continue until buildout. Presently two (2) intersections within the IBC and three adjacent to the IBC operate at Level of Service (LOS) E or F in the PM peak period.

Illustrated in the following figure labeled "Intersections Exceeding a Capacity of 1.3" are the intersections expected to operated at least 30% above their design capacity at build-out. The number of intersections with severe capacity problems are expected to rise to 29 for Team Alternatives 2 and to 34 for Team Alternative 3. The next figure "Intersection Capacity Utilization" graphically presents the tabular information in the preceding figure.

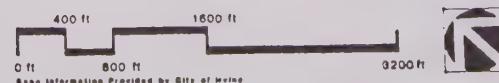
Conclusions

To serve the needs of a mixed-use land use plan for IBC, it is obvious that traditional methods of traffic management - emphasis on single occupancy vehicles-will not be effective or desirable for IBC.

The following sections will present a recommended multi-modal strategy for IBC. This multi-modal strategy, composed of a Transit, a Transportation Management Program, a Pedestrian and a Bicycle component, will better respond to the circulation needs of the future IBC.



FIGURE IV-3
INTERSECTION CAPACITY UTILIZATION
IRVINE BUSINESS COMPLEX
 CITY OF IRVINE, CALIFORNIA.



Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates
 BARTON ASCHMAN ASSOCIATES
 KEYSER MARSTON ASSOCIATES
 SEDWAY COOKE ASSOCIATES
 THE KEITH COMPANIES

IBC Composite Sketch Plan
TRANSPORTATION ELEMENT

Intersections Exceeding a Capacity Factor of 1.3

<u>Intersection and Number</u>	<u>GPA 16</u>	<u>2nd Team</u>		<u>3rd Team</u>	
1. Redhill/Edinger		AM	PM	AM	PM
7. Harvard/Warner					PM
10. SR55 NB Ramps/Dyer	AM	AM		AM	
11. Redhill/Dyer		AM	PM		PM
14. Harvard/Barranca				AM	
18. Jamboree/Alton	PM	AM	PM	AM	PM
19. Harvard/Alton		AM	PM	AM	PM
23. Jamboree/McGaw		AM	PM	AM	PM
26. Redhill/MacArthur		AM		AM	
27. Redhill/Main		AM		AM	
28. MacArthur/Main	PM	AM	PM	AM	PM
30. Jamboree/Main		AM	PM	AM	PM
34. MacArthur/I-405 SB Ramps		AM		AM	
39. MacArthur/Michelson			PM	AM	PM
40. Von Karman/Michelson					PM
41. Jamboree/Michelson			PM		PM
43. Harvard/Michelson		AM	PM	AM	PM
45. Jamboree/Dupont			PM	AM	PM
47. SR55 SB Ramps/Baker	PM		PM		PM
48. SR55 NB Ramps/Baker		AM	PM	AM	PM
49. Redhill/Baker	PM		PM		PM
50. MacArthur/Campus			PM		PM
52. Jamboree/Campus					PM
55. Campus/University			PM		PM
60. MacArthur/Von Karman			PM		PM
61. Jamboree/California				AM	
63. MacArthur/Jamboree			PM		PM
65. Campus/WB Bristol			PM		PM
66. Campus/EB Bristol		AM	PM	AM	PM
69. Jamboree/WB Bristol	PM	AM	PM	AM	PM
78. ETC SB/Barranca		AM		AM	
85. Dupont/Michelson			PM		PM
87. Von Karman/Koll E. Entr.			PM		PM
88. Von Karman/Morse		AM	PM	AM	PM

IBC Composite Sketch Plan
TRANSPORTATION ELEMENT

TRANSIT COMPONENT

Introduction

Transit is a key component in the multi-modal approach to transportation in the IBC. The transit system will be a series of transportation alternatives to the automobile that will better connect the IBC to the region and will more effectively move people within the IBC. The goal is to develop a transit system, a land use and a Transportation Management Program that will combine to result in "zero" automobile traffic growth over those of existing conditions projected to build-out.

Currently transit service to/from and within the IBC is negligible. Less than one percent of trips to/from the IBC are made by bus. No other form of transit currently exists within the IBC.

Plans are now being formulated that could make the IBC much more transit accessible. These studies include HOV lanes along SR55 and I-405 and commuter rail analysis.

A wide range of transit modes have application in the IBC:

- Carpools
- Vanpools
- Arterial bus service
- Commuter bus service
- Subscription bus service
- Shuttle busses within the IBC
- Commuter rail (fixed rail)
- Regional fixed guideway line haul systems
- Subregional fixed guideway systems within the City of Irvine
- Grade separated fixed guideway internal circulator systems within the IBC

Both fixed guideway/fixed rail systems and busses are discussed below. Carpools and vanpools are discussed in the following section - Transportation Management Program.

The transit system planned for the IBC is not a single modal system. There will be an interdependence among system elements. Examples of such interdependencies are combined transit stations for the line-haul system and the internal circulator and the provision for bus stops at transit stations.

The distribution and intensity of land uses play an important role in determining the success of a transit system. An estimated 1/3 of all office land uses are located within a reasonable walking distance of the line-haul and internal circulator systems.

Fixed Rail/Fixed Guideway Systems

Fixed rail/fixed guideway systems will play an important role in the future of the IBC. Three separate systems are in the study phase and one system is already in the design phase.

A commuter rail system is being proposed to operate on the existing Amtrak lines connecting Los Angeles and San Diego. A proposed stop on that system would be located at the Irvine multimodal transit station.

A second commuter rail line being explored is a rail link between Irvine and Riverside as illustrated in the following figure entitled "Proposed IBC Fixed Rail/Fixed Guideway Systems", this commuter rail line could have its terminus relocated from the Santa Fe right of way adjacent to I-5 to a location in the IBC. By using existing rail lines and by minimizing noise and air pollution, it would be possible to terminate this line at Von Karman so as to connect to other transit systems.

IBC Composite Sketch Plan
TRANSPORTATION ELEMENT

A subregional fixed guideway transit system is proposed to connect the IBC with the Irvine Spectrum. As illustrated in the "Proposed IBC Fixed Rail/Fixed Guideway Systems", this line is proposed to enter the IBC along Alton from the east. The line continues down Alton until Von Karman where it then turns and heads southward to the I-405. From the I-405, the alignment heads westerly up to and along Main Street, ultimately crossing SR55. A minimum of three transit stops are proposed for the IBC.

At least one third of all office uses ($\pm$ 15 million square feet) are within a reasonable walking distance of the line haul and internal circulators. Additionally, the transit system runs along Von Karman, the corridor with the highest intensity of uses proposed for the IBC.

One transit stop is to be located in the vicinity of the Irvine Civic Center. Another stop is planned near the intersection of Von Karman and McGaw. This stop has the opportunity to link with the Irvine-Riverside commuter rail system discussed above. The third station is proposed near the intersection of Main Street and Von Karman. This station will be a shared station with the internal circulator system. An additional stop may be accommodated adjacent to the John Wayne Airport with a moving walkway connection between the two.

The first segment of the grade separated, fixed guideway internal circulator is currently in construction. This segment, from McDonnell Douglas Plaza to John Wayne Airport, is the first leg of a proposed loop within the IBC. Several major developments in the IBC have expressed interest in the system and plans are underway by some of these projects to accommodate this system.

An internal circulator system in and of itself will not reduce external trips. However, an effective means of distributing and circulating trips within the IBC may very well make other transit elements more productive. For example, people may be less reluctant to take a bus to the IBC if they know that an excellent distributor system within the IBC is available for them to complete their commute trip or for them to move around during the work day.

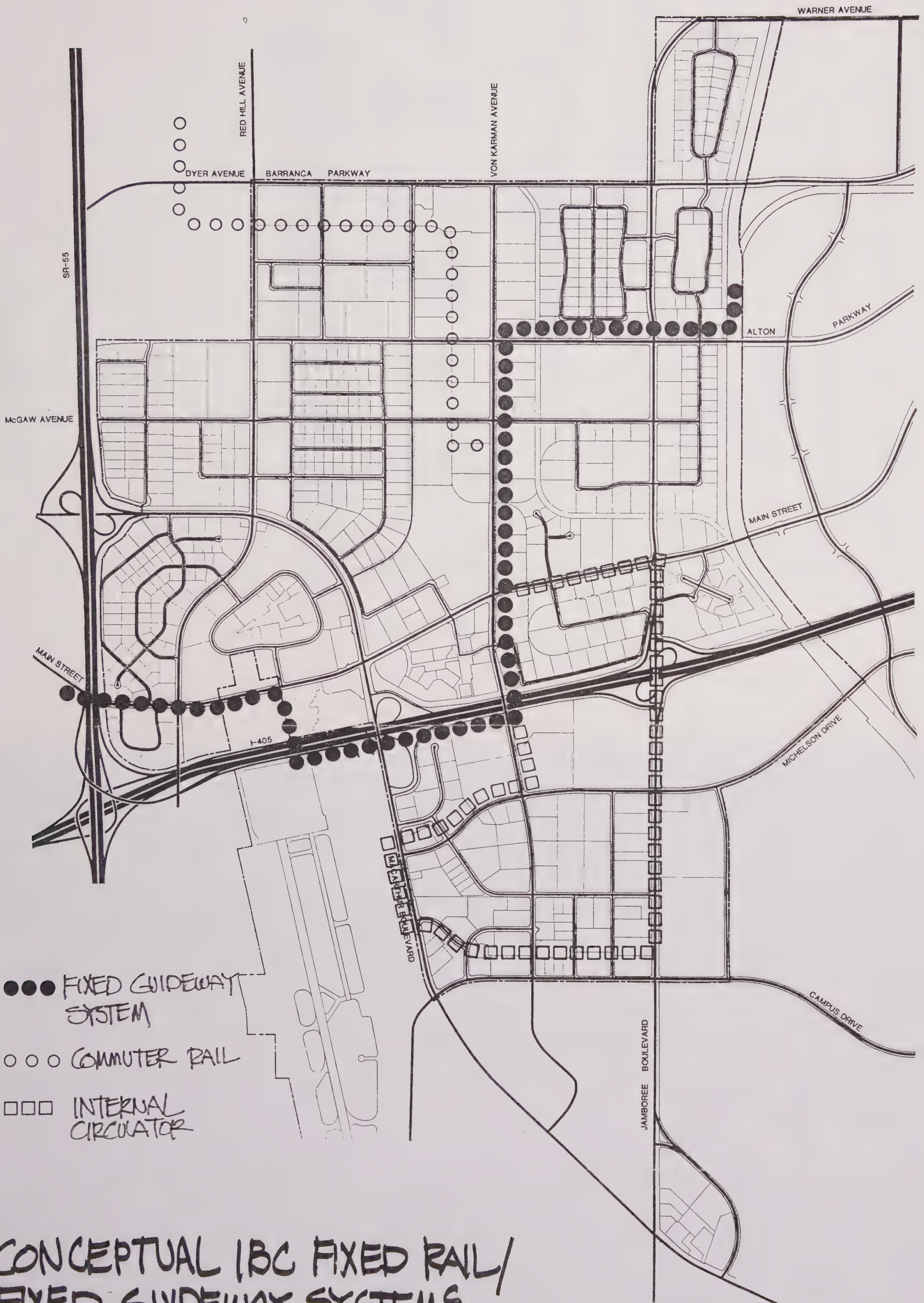
Busses

Busses also play an important role in achieving a "zero" rate of automobile traffic growth in the IBC.

The following figure, entitled "Calculation of Bus System Needed to Accommodate Office Workers" illustrates the importance of busses to the IBC. Calculations comparing GPA 16 land use numbers with those of Team Alternates 2 and 3, using a 10% mode split from autos to busses, indicated a need for approximately 250-275 busses to leave the IBC every day between the hours of 4-6 PM.

Given the regional trend of a widely dispersed pattern of residential locations for IBC employees, a regional system of commuter busses or the use of subscription busses should be seriously explored by the City.

A secondary system of intra-IBC shuttle busses will be used to transport IBC employees and residents to and within all areas of the IBC.

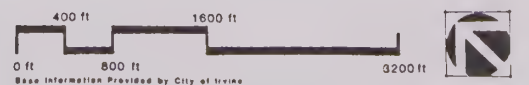


CONCEPTUAL IBC FIXED RAIL/ FIXED GUIDEWAY SYSTEMS

FIGURE VI-4

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.



Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates

BARTON ASCHMAN ASSOCIATES
KEYSER MARSTON ASSOCIATES
SEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES
7-12-82

IBC Composite Sketch Plan
TRANSPORTATION ELEMENT

Calculation of Bus System Needed to Accommodate Office Workers

GPA 16 Land Uses		Outbound PM Peak Hour Auto Trips
General Office	37,692,000 square feet	42,592
High Rise Office	482,000 square feet	512
Office Park	6,385,000 square feet	<u>6,194</u>
		49,298 trips/hour

If TMP program were not in place (15% Reduction)

$$\frac{49,298 \text{ trips/hour}}{0.85} = 58,000 \text{ auto trips/hour}$$

Person Trip Calculations

58,000 auto trips/hour x 1.1 persons = 63,800 office workers
 leaving IBC in PM peak hour

Alternative	Person Trips	x	% Mode Split	Person Trips / by Bus	Bus Capacity	=	#Busses Needed in 1 Peak Hr.	#Busses Needed from 4-6 PM
GPA 16	63,800	x	10%	6,380 /	50	=	128	256
Alt 2	65,850	x	10%	6,585 /	50	=	132	264
Alt 3	69,180	x	10%	6,918 /	50	=	138	276

Note: The OCTD system presently has approximately 440 standard-size busses serving the entirety of Orange County. An increase of the scale referenced here is between 58 percent and 63 percent of the current fleet, and this for a small fraction of their operating jurisdiction. Relative to the number of busses presently serving the IBC, this represents a buildup of approximately 1200 percent.

IBC Composite Sketch Plan
TRANSPORTATION ELEMENT

Trip Diversion

By applying model split methods discussed earlier on this section, a comparison can be made to illustrate the benefits of encouraging use of alternative modes over the total reliance of single occupancy automobiles as a means of transportation.

The following table "Trip Diversion" compares Team Alternates 2 and 3 to the traffic volume goal established by GPA 16. As can be seen in the figure both Team Alternates 2 and 3 accomplished the goal of "zero" growth in traffic volume and actually improved the traffic situation relative to GPA 16. In fact, a margin of 10-15% reduction has been achieved.

Trip Diversion

<u>Mode Split Category</u>	<u>2nd Team Alternative</u>		<u>3rd Team Alternative</u>	
	<u>Number of Autos</u>	<u>Person-Trips by Auto</u>	<u>Number of Autos</u>	<u>Person-Trips by Auto</u>
Southern California Trip				
Generation for Outbound				
PM Peak-Hour Office Trips	69,850	65,850	62,890	69,180
o TDM (Spread Peak-15%)	(8,975)	(9,900)	(9,440)	(10,380)
o Line Haul Transit	(5,985)	(6,585)	(6,290)	(6,920)
(Bus/Commuter Rail-10%)	44,890	49,365	47,160	51,880
o Carpool/Vanpool	(6,585)	(6,585)	(6,290)	(6,920)
	38,305	42,780	40,870	44,960
o Fixed Guideway Transit	(1,090)	(1,200)	(1,000)	(1,200)
	37,215	41,580	39,870	43,760
o Internal Capture	(3,700)	(4,070)	(3,960)	(4,350)
	33,515	37,510	35,910	39,410
Balance of Trips	33,515		35,910	
Goal Established by GPA 16	42,590			

(brackets indicate reductions by strategy)

There is a margin provided of: 9,075 trips -- Alternative 2
 6,680 trips -- Alternative 3

IBC Composite Sketch Plan
TRANSPORTATION ELEMENT

TRANSPORTATION MANAGEMENT PROGRAM**Introduction**

A Transportation Management Program (TMP) is a set of strategies that are available to reduce single occupancy vehicle travel in the AM and PM peak hours.

Program Elements

The Transportation Management Program strategies to be used in the IBC has several components. Included are transit, HOV, carpooling, pedestrian and bicycles, all of which help reduce vehicular trips. Transit and HOV have been previously discussed. Carpooling will be addressed below and pedestrian and bicycle strategies will be discussed in the following section of this chapter.

Implementation strategies, working in concert with the multi-modal strategies, make up the remainder of the Transportation Management Plan. Implementation strategies include the following:

- o Establishment of transportation management organizations to coordinate individual corporate activities. Direct the Irvine Transit Authority (ITA) to coordinate the efforts of the TMO's. The Air Quality Management District (AQMD) has published guidelines requiring all major employers to establish TMPs.
- o Work with the ITA on developing a TMP for the IBC. This effort is likely to be a two to three year effort focusing on the reduction of trips to/from the IBC.
- o Coordinate the Specific Plan design guidelines with TMP efforts. Coordinated design standards for pedestrian and transit systems usage are particularly critical.
- o The establishment of a monitoring system to measure the effectiveness of on-going TMP efforts.

Carpooling

As a key element in the proposed TMP for the IBC, carpooling can be an effective tool to reduce single occupancy vehicle trips. IBC auto occupancy rates for employees is approximately 1.1 person/car. This low number establishes the fact that voluntary ride sharing alone will not be sufficient to mitigate the impacts of development.

The following tables illustrate the calculation to arrive at a rate of 1.5 persons/vehicle, a target rate. Numbers of additional riders required for both Team Alternatives 2 and 3 indicate that 16,000-17,000 would be required. This number would be less than 10% of the proposed employee population of the IBC.

IBC Composite Sketch Plan
TRANSPORTATION ELEMENT

- o Construction of moving sidewalks between the largest employment concentrations, between parking facilities and commercial facilities, from and to the airport terminal and the transit stops where walking distance exceeds 1,000 feet.
- o Locate activity centers within walking distance of one another.

Bicycle Component

Bikeways in the IBC are to be a meaningful component of the overall transportation system rather than simply serving the recreational type of bicycle activity.

Elements of a Bicycle Plan

- o The provision for financing bicycle paths as part of infrastructure financing.
- o The provision of eight foot bikeways along arterial streets.
- o Require all employees with over 50 persons to provide locker and shower facilities.
- o Reduce the extent of the current bicycle system. Many Class II facilities will be replaced by Class III facilities. Curb parking may be established along Class III facilities.
- o Develop urban design guidelines that require bicycle parking facilities in close proximity to building entrances.

IBC DISTRICT SKETCH PLANS

IBC Composite Sketch Plan
DISTRICT SKETCH PLANS

INTRODUCTION

As was discussed in Chapters III and IV, the IBC is divided into eleven districts. In this chapter, three of these districts will be examined in greater detail. These districts are:

- Von Karman Corridor
- IBC Northern Residential District
- Freeway Corridor Keystone Block

The locations of these districts were indicated in Chapter III - Urban Framework Element, Figure III-2.

In this chapter, the key urban framework elements, land uses, and circulation concepts will be summarized for each district. Following this, development prototypes for individual sites in each district will be illustrated.

For the Von Karman Corridor the following development prototypes will be presented:

- Von Karman Office/Mixed Use - 3.0 FAR
- Urban High Rise Residential - 110 du/acre

For the IBC Northern Residential District the following development prototypes will be presented:

- McGaw Mixed Use Mezzanine Building
- IBC Medium Density Residential - 45 du/acre
- IBC Low Density Residential - 30 du/acre

For the Freeway Corridor District, a prototypical development for the Keystone Block will be discussed.

For each of these prototypes, a prototypical development site within the district has been identified. Each development prototype will be presented in the context of this site and annotated to indicate the development and design issues which are relevant to the prototype. These development and design issues include building height and massing, setbacks, streetwalls, parking, service access, plazas, landscaping and sidewalks.

VON KARMAN CORRIDOR**Urban Framework Elements**

The key urban framework elements of the Von Karman Corridor were presented in Chapter III - Urban Framework Element and illustrated in Figure III-1. The following summarizes these key urban framework elements which lend a coherent structure the Von Karman Corridor:

- The Great Space
- Transit nodes at Von Karman and McGaw and at Von Karman between Main and the I-405 Freeway
- Possible Convention Center at Von Karman north of the I-405 Freeway
- Intersection of Von Karman with McGaw and Dupont - the Special Streets of the IBC.
- Streetscape and landscape improvements to the Corridor providing a median to accommodate public transit as well as park and recreation facilities and amenities such as fountains and sculpture. Street trees, banners, street furniture and special light fixtures are also planned.

IBC Composite Sketch Plan
DISTRICT SKETCH PLANS

Land Use Elements

The Von Karman Corridor is characterized by a mix of uses including residential, office, retail, restaurants, hotels, open space and entertainment facilities. This district is the densest in the IBC with office FAR's of 3.0 and residential densities of 110 du's/acre. Figure IV-2 and Table IV-1 in Chapter IV - Land Use Framework, illustrated the land uses subareas of the Von Karman Corridor. Within each of these subareas a certain mix of uses at certain intensities will be planned. The major uses planned to front onto Von Karman Avenue are:

- Urban High Rise Residential - 110 du/acre
- High Density High Rise Office - 3.0 FAR
- Von Karman Speciality Retail - .25 FAR
- Business and Convention Hotels
- Restaurant and Entertainment Facilities

The portion of the Von Karman Corridor which does not front onto Von Karman is planned for the following uses:

- Mezzanine Office - .25 FAR
- Urban Low Rise Residential - 60 du/acre
- IBC Medium Density Residential - 45 du/acre

Von Karman Circulation

Following are the key components of the Circulation plan for the Von Karman Corridor. Transportation and circulation were presented in detail in Chapter V - Transportation Element.

Public Transit

Public transit is a key element of the Von Karman Corridor. Two Systems are planned which coincide in a common transit node north of the I-405 Freeway on Von Karman. These systems are:

- A primary (linchaul) system will travel along the Von Karman Corridor connecting to the Spectrum development and the Amtrak Commuter Rail services, outside of the IBC.
- An internal system will link several of the IBC nodes and districts, coinciding with the primary system at Von Karman between Main and the I-405 Freeway.

Pedestrian Circulation

Pedestrian circulation along the Von Karman Corridor will be provided along both sides of the median and adjacent to the buildings.

Bicycle Circulation

A bicycle lane will be provided along the Von Karman Corridor.

Von Karman Corridor Urban Design Considerations

This section addresses the architectural character of buildings as they relate to the IBC streetscape along the Von Karman Corridor. Elements considered within this section include:

- Integration of Uses
- Building Height and Massing
- Streetwalls
- Setbacks
- Parking

IBC Composite Sketch Plan
DISTRICT SKETCH PLANS

- Service Access
- Plazas
- Sidewalks
- Landscaping

These elements are addressed in a preliminary manner, reflecting current thinking of the team. Further refinements, in the form of specific design guidelines, will be produced as part of the Specific Plan documentation phases of the project. Following a brief description of these urban design considerations, the Von Karman prototypes will be presented with annotations reflecting the urban design character discussed below.

Integration of Uses

The mixture of uses within a single structure along Von Karman is allowable and encouraged. In fact, within certain zones or districts along Von Karman, a mixture of uses is required. A typical mix of uses will have retail on the ground floor with office and/or residential uses on the upper floors.

Building Height and Massing

Maximum building height has been set at 150'. This height has been established as the maximum height allowable in the IBC. This height, concentrated along the Von Karman Corridor will allow the corridor a visual distinction from distant vantage points, the freeways, from within the IBC and along the Von Karman itself.

Building massing, an important determinant of street character, is inter-related with height. Although 150' in height is allowable, an entire corridor of all 150' structures is probably not desirable. Structures in the 150' range should be reserved for street corners in order to give definition to important nodes along the street.

With typical block sizes in the 300' to 600' range, there is an opportunity for buildings with large footprints to be developed. There is a danger that these buildings may appear to dominate the streets because of their large bulk. Design strategies such as varied setbacks and articulation of building walls and planes should be encouraged.

Streetwalls

A streetwall is the edge of the building adjacent to the sidewalk or pedestrian zone. This is the building face which is most visible to pedestrians and those travelling in vehicles along Von Karman. A streetwall, up to the height of 50' is recommended.

Consistency, not uniformity, within and among the Von Karman blocks is desired. Consistency, along the streetwall, may be defined by a number of treatments including ground floor retail, horizontal expression lines (cornices, spandrels and consistent window heights), tops of building podiums, arcades or colonnades, and awnings. These common elements will link together a variety of facade styles and materials.

The streetwall, while providing a consistency along Von Karman as a whole, should provide variety and interest to the pedestrian. This variety may be accomplished by the inclusion of plazas, the varying of setbacks within a prescribed range, architectural detailing, awnings, and signage. Colonnades or arcades may be considered as a means of identifying a specific areas along Von Karman Street.

IBC Composite Sketch Plan
DISTRICT SKETCH PLANS

Setbacks

Buildings will be required to place the street facing front wall of a building at or within a specified distance from the property line (0 setback). If a plaza is used to separate two structures the distance between the two structures should not be greater than 75 feet.

Parking

On-site parking, at yet to be determined ratios, should be provided in parking structures designed integrally with the building. Parking should be located to the rear of the site with access from side and rear entries/exits only. No parking access shall be taken from Von Karman Street. Little or no surface parking will be provided on the site.

Service Access

Service access shall be taken from rear or sides of buildings only. If possible, service should be integrated with vehicular access to minimize the number of access points on side or rear facing streets.

Plazas

Mid-block plazas should be encouraged. These plazas should be defined on three sides by buildings in order to create well-defined spaces. Pedestrian-serving retail, rimming the plaza at street level, is strongly recommended. The plaza itself should offer a variety of environmental conditions, i.e. sun, shade, and water. A combination of fountains, pools, plantings, pavings, and furniture should be provided to encourage use by pedestrians, office workers, and residents.

Sidewalks

The sidewalk is the space between the street curb and the building edge and is considered the pedestrian zone. Sidewalks should be sufficient dimension to accommodate a number of activity zones. These activity zones include a zone for street plantings, a "thru-walk" zone for pedestrians passing through a block on the way to a destination past that block, a "milling" zone near the building and store entries, and, as an option, a cafe/seating zone. It is anticipated that a width of 30' to 35' will be optimal.

A variety of paving materials should be encouraged. These paving materials should relate to their adjacent buildings and be applied in a consistent design or format for the length of the block.

Landscape

Street plantings will be used to soften the hard architectural quality of the buildings, to provide definition to the pedestrian zone, and to provide a sense of movement and color to the streetscape.

A major planting theme should be established for the Von Karman Corridor with sub-themes established for specific districts or zones along Von Karman. The planting should be uniform within specific zones or districts and consistent among districts and along Von Karman as a whole.

IBC Composite Sketch Plan
DISTRICT SKETCH PLANS

Building Prototypes

The following section presents two prototypical developments for the Von Karman Corridor:

- Von Karman Mixed Use
- Von Karman Urban High Rise Residential

Each of these prototypes have been incorporated into a site along the Von Karman Corridor to test their viability. Figures VI -1 and VI-2 illustrate the location of the building site and an annotated drawing of the prototype indicating the urban design characteristics of the buildings as addressed above.

IBC NORTHERN RESIDENTIAL DISTRICT

The IBC Northern Residential District is one of two residential neighborhoods in the IBC. The design of these neighborhoods will be crucial to their success as good urban residential neighborhoods. In this district discussion, in addition to discussing the Urban Framework Elements, the Land Use Elements, Circulation concepts, Urban Design Considerations and the Development Prototypes, a discussion of the planning of a "good neighborhood" is presented.

Urban Framework Elements

The most important Urban Framework Elements which lend structure to the Northern Residential District were discussed in Chapter II - Urban Framework Element and presented in Figure II-1. The following summarizes these key urban framework elements which lend a coherent structure to the IBC Northern Residential District.

- Urban Framework of residential scaled blocks and streets
- Special Streets - McGaw Corridor
- Natural Features - Eastern Neighborhood edges
- Neighborhood Parks
- Great Space

Land Use Elements

The IBC Northern Residential District is planned as an urban neighborhood integrating a variety of residential densities and neighborhood commercial uses. Figure IV-5 and Table IV-4 in Chapter IV - Land Use Element illustrated the various land use subareas of the IBC northern Residential District. Within each of these subareas, a mix of uses at different densities/intensities is planned. The major uses planned in the IBC Northern Residential Neighborhood areas are:

- Urban Low Rise Residential - 60 du/acre
- IBC Medium Density Residential - 45 du/acre
- IBC Low Density Residential - 30 du/acre

Along the McGaw Corridor, the following uses are planned to be integrated into mixed use buildings:

- Urban Low Density Residential - 60 du/acre
- Mezzanine Office - .25 FAR
- Neighborhood Support Retail - .10 FAR
- Neighborhood Hotels

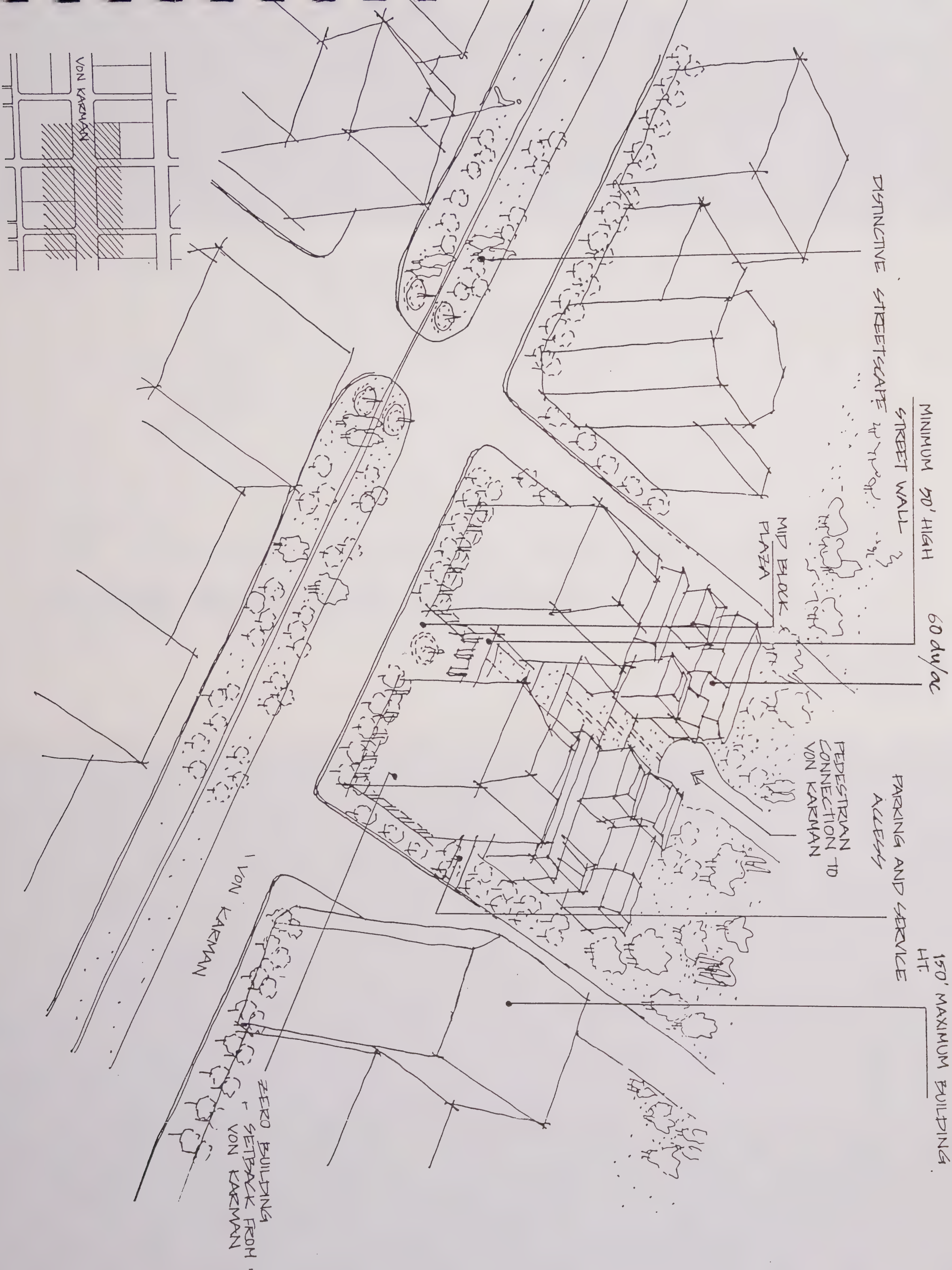


FIGURE VI-1

VON KARMAN MIXED USE

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates

BARTON ASSOCIATES
KEYSER MARSTON ASSOCIATES
BEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES

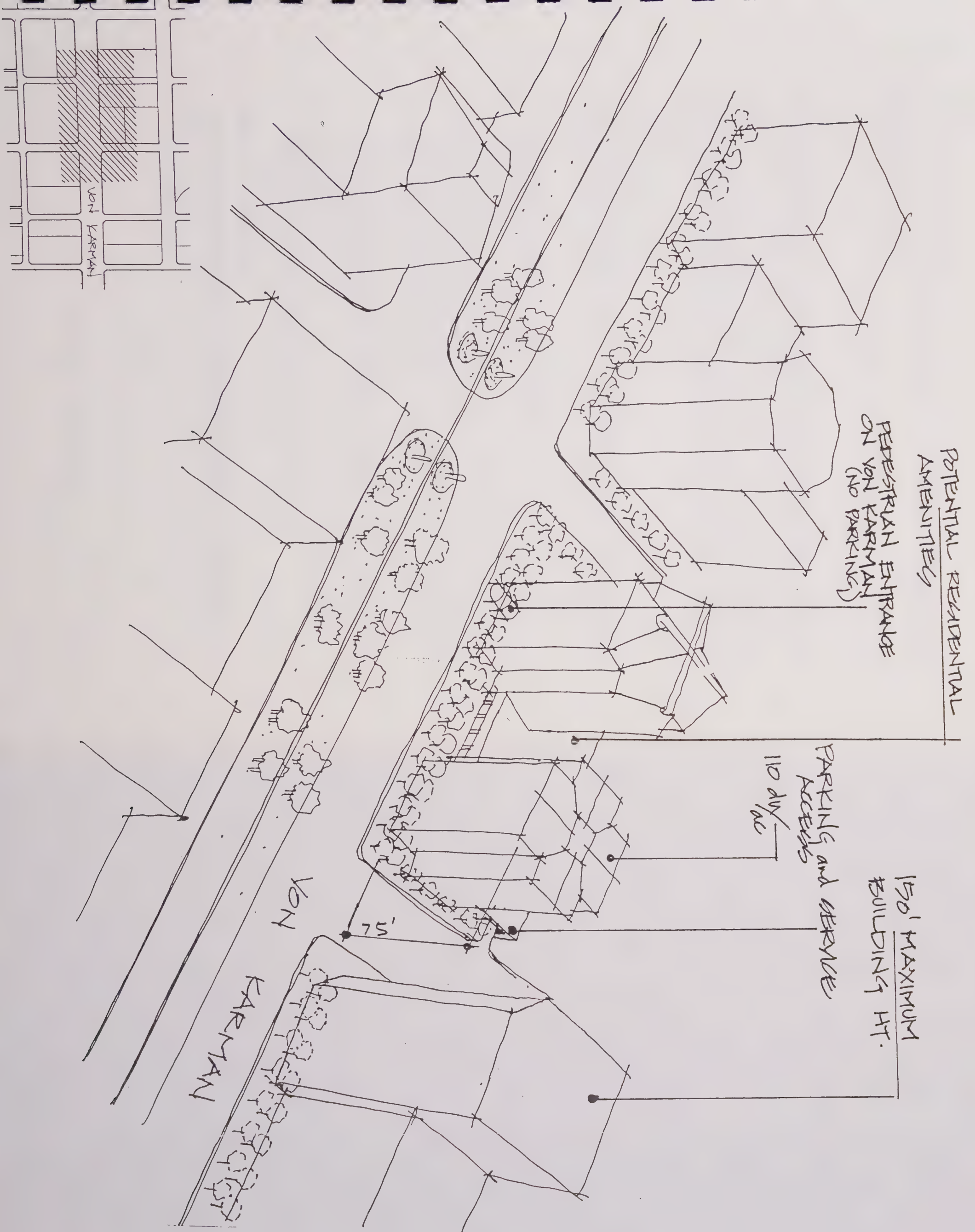


FIGURE VI-2

VON KARMAN URBAN HIGH RISE RESIDENTIAL

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates

BARTON ARCHMAN ASSOCIATES
KEYSER MARSTON ASSOCIATES
BEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES

IBC Composite Sketch Plan
DISTRICT SKETCH PLANS

Neighborhood Design

Housing is crucial to the overall character of the IBC. How people feel about their neighborhoods in the IBC, where they live and play, can be a major factor in how they perceive the quality of life in the city as a whole. Thus, to maintain a high quality of life the IBC, high quality residential neighborhoods will be essential.

The concept of a "good place to live" is greatly influenced by the design and function of the neighborhood. Well designed neighborhoods create an environment that is safe from crime and protected from traffic. Neighborhood design can protect property values, and provide desired services and facilities in a visually pleasing manner. This section sets forth key principles for good residential design in the IBC. Thus far, these principles have been incorporated into the neighborhood concepts for the IBC Northern Residential neighborhoods and into the prototypes.

Residential Development Principles

Because of the existing commercial/industrial nature of the IBC (which is unlike any other area of Irvine) and because of the goal to create an urban village with a broader mix of uses and densities than is generally found in other areas of Irvine, special program principles must be followed in the development of the IBC residential areas.

- a. Residential areas must be designed to allow for orderly, incremental growth and efficient infill and redevelopment of existing commercial and industrial areas.
- b. Residential areas should include basic services needed to support basic functions and needs of neighborhood residents.
- c. The design of residential areas should be flexible enough to account for differences in lifestyle and perceptions for those who will (or do) live in them.
- d. The design of residential areas should enhance and not inhibit a person's sense of community and place.
- e. Generally, residential areas (particularly family residential areas) are not meant to be complete living and working areas. Rather, they are a specific functional unit which is part of a larger community system. Exception: residential which is a component of fully integrated mixed use development in designated areas.
- f. Residential area design should provide a framework that can be adapted to changing need as a result of changes in family characteristics (such as aging) and economic conditions.
- g. Residential area design should not restrict but rather encourage interaction with other residential areas and community elements.
- h. Streets should be the major link within and among residential areas, and their layout and alignment should be kept simple.
- i. Services should be provided to a residential area, not from within a residential area.
- j. Residential areas should be designed to provide a sense of place and community.

Residential Organizational Concepts

These principles of residential area design are reflected in the types of residential area organization which will be programmed for the IBC. There are two primary types of residential area organization which will be found in the IBC:

- Neighborhood Unit
- Urban Residential Unit

IBC Composite Sketch Plan
DISTRICT SKETCH PLANS

Neighborhood Unit

The primary type of residential organization in IBC will be the Neighborhood Unit. These units are designed to be relatively homogenous areas of density, value and lifestyle. The neighborhood unit is the basic community building block of family housing areas. The neighborhood unit is designed to provide most of the basic services required to support the residential unit. Such services may include grocery store, drug store, convenience shopping center, gas station, and park/playground facilities. Each neighborhood unit could consist of one or more parcels, and actual development of the neighborhood unit could be planned in several stages and develop over a long period of time.

Urban Residential Unit

The second type of residential area organization is the Urban Residential Unit. In the IBC, there are two types of residential development planned in this category.

- High-Rise Residential Unit
- Residential Mixed-Use

Depending upon location, market factors, and specific design, these two types may be combined. Following is a discussion of key programmatic principles affecting the planning and design of the two residential types.

Neighborhood Unit Design Concepts

The design program considerations of the Neighborhood Unit should provide each neighborhood with an identifiable sense of place and focus for community activities, by providing neighborhood parks, schools, service, and shopping facilities in accessible and functional locations. Each neighborhood also should have an internal transportation and pedestrian system. This will provide adequate internal circulation and access, as well as efficient access to surrounding major arterials, while discouraging thru-traffic.

There are two types of Neighborhood Units to be considered:

- Family Units
 - Some neighborhood units in the IBC will have a strong family orientation.
- Urban Residential Units (different name required)
 - It is not necessary that all neighborhood units have a family orientation. Other neighborhoods will be planned for singles or two-person households.

Following are programmatic principles which apply to the design of Neighborhood Units:

- General
 - a. Residential development located along arterials should be planned to allow for adequate buffering from arterial noise and air pollution; or parcels should be developed to allow innovative buffering concepts, i.e., berming, landscaping, walls, and building design.
 - b. The higher-density housing areas of the neighborhood unit, and/or units developed for smaller, childless families should be located closer to the service portions of the neighborhood.
 - c. The lower-density housing and/or the units designed for families with children should be located closer to schools and open space areas.
 - d. When the development includes common areas, appropriate deed restrictions should be placed on the property to provide for the formation of a homeowners' association.

IBC Composite Sketch Plan
DISTRICT SKETCH PLANS

- **Circulation**
 - a. Arterials should be located only on the perimeter of the neighborhood unit.
 - b. Sidewalks should be built along all collector and local streets used to gain access to service areas (parks, schools, shopping, etc.).
 - c. Residents should be provided access to neighborhood services via neighborhood collector streets and pedestrian access.
 - d. Streets should be designed to convey residents quickly to the perimeter, park and open space, and service areas of the neighborhood unit.
 - e. Pedestrian ways, whether sidewalks or trails, should be designed to clearly separate vehicular and pedestrian traffic.
 - f. Sidewalks and pedestrian ways should be designed to clearly convey pedestrian traffic to a specific location, i.e. the school, or the park, or the service area.
 - g. Arterial corners of the neighborhood unit may support higher density housing and/or quasi-public uses such as day care, churches, or real estate offices.
 - h. Collector streets should be designed to discourage through traffic.
 - i. Cul-de-sacs should have pedestrian walkways at the deadend connecting it to adjacent streets to provide free-flow of pedestrian traffic.
 - j. Within the neighborhood unit, street traffic should be slowed by construction of loops and cul-de-sacs.
- **Parks and Open Space**
 - a. Major natural features should be located along the perimeter of the neighborhood unit.
 - b. Floodplains should be reserved for open space or park and recreation uses.
 - c. Each neighborhood unit should have a neighborhood park up to 10 acres in size with sufficient equipment to meet the basic park and recreation needs of those living within, based on the character and size of the neighborhood unit.
 - d. Parks should be centrally located to provide the maximum exposure to residents.
 - e. Parks which include children's play equipment should be developed in conjunction with the school site (if applicable).
 - f. Streets should be oriented wherever possible to maximize the view of open space and parks.
 - g. Private parks should be discouraged.
 - h. When practical, drainage easements internally located in a neighborhood unit should be utilized as common areas of open space and should be bounded by backyards providing pedestrian access within the neighborhood.
 - i. Dwelling units next to or within a five minute walk to open space/park.
- **Services**
 - a. Neighborhood services should be located at the intersection of arterials bordering the unit.
 - b. More intense neighborhood services should be buffered from the residential portions of the neighborhood unit, with low intensity neighborhood service uses and/or higher density housing.
- **Public Facilities**
 - a. If appropriate in the Irvine Unified School District, a site for an elementary school should be included (or accessible to) the neighborhood unit.
 - b. School sites should be located on the interior of the neighborhood unit, along a collector street, and within one or two blocks of a major arterial at the perimeter of the neighborhood unit. School sites should be designed to provide easy access from within and outside of the neighborhood unit.

IBC Composite Sketch Plan
DISTRICT SKETCH PLANS

- Amenities
 - a. Entrances to the neighborhood should be formalized and provide some distinctive character.

McGaw Street/IBC Northern Residential Urban Design Considerations

This section addresses the urban design character of the buildings along the McGaw Street Corridor in the Northern Residential District. Elements considered within this section include building height and massing integration of uses, parking, service access, streetwalls, setbacks, plazas, sidewalks and landscaping.

These elements are addressed in a preliminary manner, reflecting current thinking of the team. Further refinements in the form of specific design guidelines, will be produced as part of the Specific Plan documentation phase of the project.

McGaw Street has been designated as the primary neighborhood-serving retail corridor in the IBC Northern Residential District. Additional uses in the corridor will be residential and office and professional uses.

A number of interrelated design elements act in concert to provide an environment that establishes a "sense of place" within the IBC and along the McGaw and Dupont Street Corridors.

Building prototypes have been developed to test a variety of building intensities and a variety of integrated uses. The resulting prototypes, as illustrated in this section, have established a number of parameters for McGaw Street buildings.

Building Height and Massing

Maximum building height has been established at 75'. As a pedestrian-oriented street, second only in importance to Von Karman, McGaw serves a smaller scaled neighborhood function. The 75' height limit is in scale with the narrowed street sections proposed for this corridor. As an urban design statement, buildings of 75' height should occur at corners to mark street intersections as important neighborhood nodes.

With typical block sizes in the 550' by 600' range, there is an opportunity to have very large building footprints. There is a danger that these buildings may appear to dominate this smaller scaled neighborhood-oriented street. Design strategies such as varied setbacks, articulation of building walls and planes and the subdivision into smaller lots should be encouraged.

Integration of Uses

The mixture of uses within a single structure along McGaw Street is desirable and has been mandated to allow the development of neighborhood-oriented retail in conjunction with housing and office uses. A typical mix will have retail on the ground floor retail or office uses on the second floor and residential units on the remaining floor, up to a 75' height.

Parking

On-site parking, at yet to be determined ratios, should be provided by tuck-under parking facilities or by parking structures designed integrally with the building. Parking should be located to the rear of the site and be accessed from side and rear entries/exits. Rear parking entries and exits may be linked by a mid-block rear drive connecting all property owners. This connection would function the same as an alley but would not be publicly owned. Little or no surface parking will be provided on site but street parking is proposed.

IBC Composite Sketch Plan
DISTRICT SKETCH PLANS

Service Access

Service access shall be taken from the rear or sides of buildings only. If possible, service access should be integrated with vehicular access to minimize the number of access points on side facing streets.

Streetwalls

A streetwall is the edge of the building adjacent to the sidewalk of pedestrian zones. This is the public face that pedestrians and those travelling in vehicles along McGaw Street have immediate contact with.

Consistency, not uniformity, within and among the McGaw Street blocks, is desired. A common streetwall, up to a height of 2 stories or 30' is recommended.

Consistency along the streetwall may be defined by a number of treatments including ground floor retail, horizontal expression lines (cornices, spandrels and consistent window heights), tops of building podiums, arcades, colonnades and awnings. These common elements will serve to link a variety of facade styles and materials.

The streetwall, while providing a consistency along McGaw as a whole, should provide a variety and interest to the pedestrian. This variety may be accomplished by the inclusion of plazas, varying the setbacks of the clusters of buildings, architectural detailing, awnings, signage and open storefronts such as newsstands.

Setbacks

Buildings will be required to place their street-facing front wall at the property line (0 setback).

Plazas

Mid-block plazas should be encouraged for blocks over 400 feet in length. These plazas should be defined on three sides by buildings in order to provide a strong sense of definition. Plazas should also be the entrances to mid-block pedestrian pathways. The plazas should offer a variety of outdoor spaces, seating and a variety of environmental conditions, i.e., sun, shade and water. Additionally, the plazas should be appropriate for persons of all ages including toddlers, children, parents and senior citizens and serve as neighborhood gathering spaces.

Sidewalks

The sidewalk is the space between the street curb and the building edge and is considered the pedestrian zone. Sidewalks should be of sufficient width to accommodate a number of activity zones.

These zones include a zone for street plantings, a thru-walk for pedestrians passing through a block to a destination past that block, and a "milling" zone. An area for outdoor seating such as an outdoor cafe would be behind the setback line, on private property. It is anticipated that a width of approximately 15-20' would be appropriate.

A combination of 2 to 3 paving materials, consistently applied down the length of the McGaw Street sidewalks would be an appropriate sidewalk treatment.

Landscape

Street plantings are used to soften the hard architectural quality of buildings, to provide definition to the pedestrian zone and to provide a sense of movement and color to the streetscape.

IBC Composite Sketch Plan
DISTRICT SKETCH PLANS

A major planting theme should be established for the McGaw Street Corridor. Window box or foundation plantings, at street level, for individual buildings is recommended.

Building Prototypes

The following section presents three prototypical development prototypes for the IBC Northern Residential District:

- McGaw Corridor Mixed Use
- IBC Medium Density Residential
- IBC Low Density Residential

Each of these prototypes has been incorporated into a site within the IBC Northern Residential district to test its viability. Figure VI-3 illustrates the location of the McGaw Street building site and an annotated drawing of the prototype including the urban design characteristics of the building as discussed above.

Figures VI-4 and VI-5 illustrate the location of the two single use residential prototypes within the IBC Northern Residential District. Each prototype is annotated to illustrate the key features of the residential prototype. These key features include:

- Building Height
- Massing
- Setbacks
- Streetwalls
- Parking and Service Access
- Landscaping
- Architectural Character

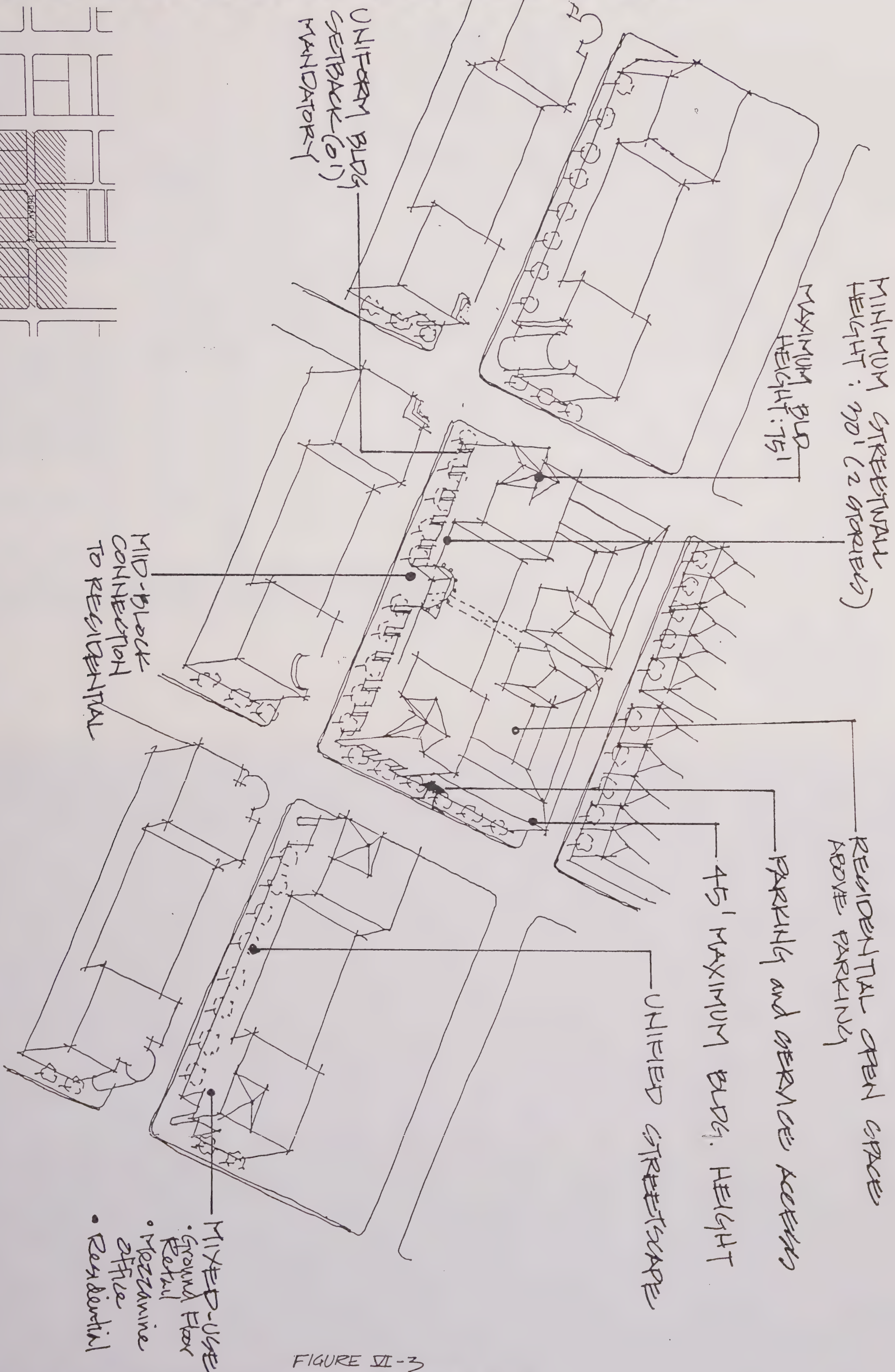
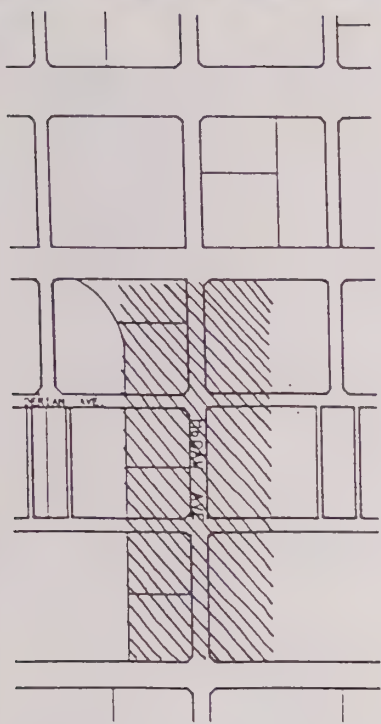


FIGURE VI-3

Mc GAW CORRIDOR

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

Hellmuth, Obata & Kassabaum
 HGHB/Sasaki Associates
 BARTON ASCHMAN ASSOCIATES
 KEYSER MARSTON ASSOCIATES
 BEDWAY COOKE ASSOCIATES
 THE KEITH COMPANIES

NEIGHBORHOOD ORGANIZED
AROUND A PARK

UNIFORM BLDG
SETBACK: 110'

MAXIMUM BUILDING
HEIGHT: 75'

SEMI-PUBLIC
OPEN SPACE

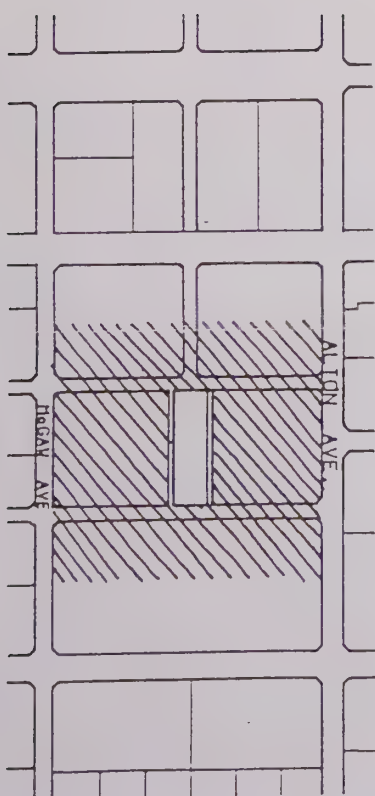
PUBLIC CONNECTIONS
TO ADJACENT
NEIGHBORHOOD AREAS AND PARKS

PARKING COURTYARD

PARKING
and SERVICE
ACCESS

FIGURE VI-4
180' NORTHERN RESIDENTIAL

MEDIUM DENSITY RESIDENTIAL
45 du/ac.



IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates
BARTON ASCHMAN ASSOCIATES
KEYSER MARSTON ASSOCIATES
BEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES

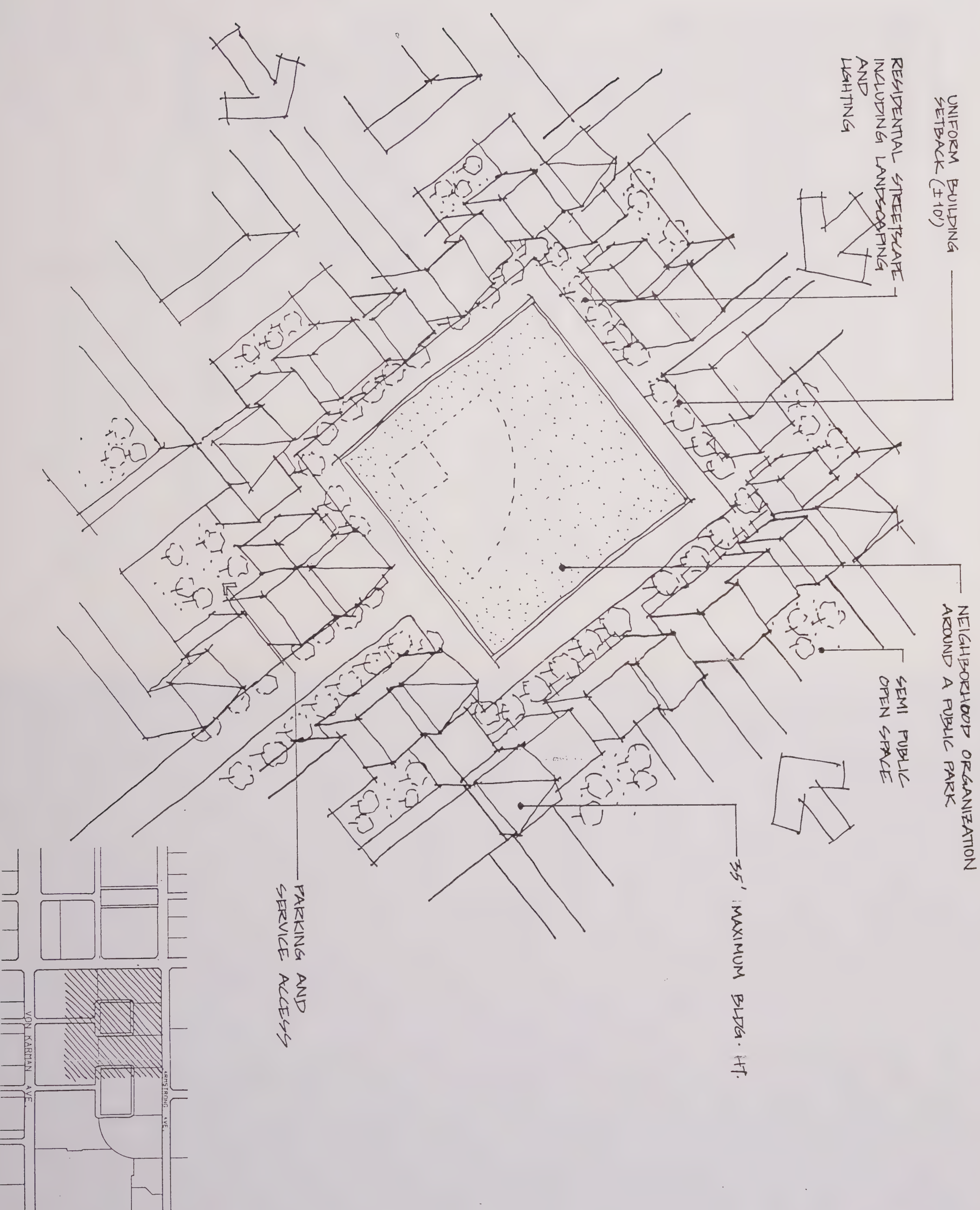


FIGURE VII-5

IBC LOW DENSITY RESIDENTIAL (30 du/ac)

IRVINE BUSINESS COMPLEX

CITY OF IRVINE, CALIFORNIA.

Hellmuth, Obata & Kassabaum
HGHB/Sasaki Associates
BARTON ARCHMAN ASSOCIATES
KEYSER MARSTON ASSOCIATES
BEDWAY COOKE ASSOCIATES
THE KEITH COMPANIES

IBC Composite Sketch Plan
DISTRICT SKETCH PLANS

FREEWAY CORRIDOR DISTRICT - KEYSTONE BLOCK

The Freeway Corridor District spans the I-405 Freeway and includes the Keystone Block, the key block in this district and possibly one of the most important in the IBC. The Keystone Block is located at the intersection of the Von Karman Corridor and the Freeway Corridor District and is consequently planned to be one of the densest and most active blocks in the IBC. The following sections discuss the Urban Framework, Land Use and Circulation characteristics of the Keystone Block.

Urban Framework Elements

The key urban framework elements of the Keystone Block were presented in Chapter III - Urban Framework Element and illustrated in Figure III-1. The following summarizes these key urban framework elements which lend a coherent structure the Keystone Block:

- An outwardly focussed development which puts active uses facing the I-405 Freeway, the pedestrian spine and the other activity corridors interspersed throughout the site. Parking will be situated in the center of the site, visually screened by active uses.
- Provides a linkage, both pedestrian and vehicular between the Irvine Koll Center North and Jamboree Center.
- Key activity node incorporating the transit node at Von Karman between Main and the I-405 Freeway, the possible Convention Center location at the western edge of the Keystone Block, a multi level retail facility
- Streetscape and landscape improvements to the Keystone Block providing a coordinated landscaping, lighting and paving throughout the Keystone Block as well as special amenities such as fountains and sculpture. Banners and street furniture are also planned.

Land Use Elements

The Keystone District will be characterized by a mix of uses including office, retail, restaurants, hotels, residential, open space and entertainment facilities. This district is the densest in the IBC. Figure IV-3 and Table IV-4 in Chapter IV - Land Use Framework, illustrated the land uses subareas of the Freeway Corridor District and the Keystone Block in particular. Within each of these subareas a certain mix of uses at certain intensities will be planned. The major uses planned for the Keystone District are:

- Urban High Rise Residential - 110 du/acre
- Urban Low Density Residential - 30 du/acre
- High Density High Rise Office - 3.0 FAR
- Mid Density Office - 1.0 FAR
- Regional Retail
- Business and Convention Hotels
- Restaurant and Entertainment Facilities
- Possible Convention Center

Within this district the key land use components will be organized as follows:

- Regional Retail concentrated at the western edge of the site towards Von Karman, possibly in a multi-level mixed use building.

IBC Composite Sketch Plan
DISTRICT SKETCH PLANS

Circulation

Following are the key components of the Circulation plan for the Keystone Block. Transportation and circulation were presented in detail in Chapter V - Transportation Element.

Public Transit

- A joint transit stop shared by the fixed guideway and circulator transit systems and possibly served by buses as well.
- HOV ramps which exit the I-405 Freeway onto Von Karman directly west of the Keystone Block
- A specially themed transit line linking between the Koll Center North and the Jamboree Center

Pedestrian Circulation

- Pedestrian spine which links the Koll Center North with Jamboree Center. This pedestrian spine is planned to be lined with a variety of active uses and exhibit a special streetscape theme.

IMPLEMENTATION

IBC Composite Sketch Plan
IMPLEMENTATION

INTRODUCTION

The purpose of this chapter is to set forth the strategies for implementing the policies of the IBC plan. The planning program will result in the following products:

- A Specific Plan
- Amendments to the General Plan
- A conceptual approach for amendment of the Zoning Ordinance
- Recommendations for amendments to the Subdivision Ordinance
- A Policy Manual
- An EIR on the Specific Plan

The primary document for implementing the IBC plan policies will be the specific plan. This chapter will deal primarily with the implementation goals of the specific plan, but will include other goals as appropriate. Some of the recommendations will be addressed in the specific plan while others are more appropriate for subsequent implementation mechanisms.

A complete, integrated plan for the IBC has not yet been produced. Thus, the recommendations in this chapter may change as the plan becomes more refined. However, significant departures are not anticipated.

Nature of Specific Plans in General

A specific plan is a detailed plan for the development of a specific area. It serves as a bridge between policies of the general plan and individual development proposals. Under California law, a specific plan may be a combination policy and implementation document. It can completely replace or supplement the zoning ordinance for the area which it covers.

According to state law, a specific plan must include text and at least one map. The contents must include the distribution, location, and extent of land uses; proposed location and size of major infrastructure systems; standards and criteria for development and the management of natural resources; and a program of implementation measures which contain the regulations, programs, public works projects, and financing measures necessary to carry out the plan. In addition, the program may contain development phasing schemes, low and moderate-income housing programs, economic development provisions, community volunteer programs, transportation system management programs, wildlife conservation projects and practices, local air pollution control measures, and other relevant material.

A specific plan may serve as a "one stop shop" where a particular area's development policies, land use regulations, capital improvement programs, and financing measures are contained in one package. Specific plans are flexible and may contain special standards for particular areas within their application. Specific plans may directly impose exactions and payment schedules in conjunction with their capital improvement policies and/or regulations.

IBC Composite Sketch Plan
IMPLEMENTATION

Specific plans are generally prepared, adopted, and amended in the same manner as general plans, except that specific plans may be adopted by resolution or by ordinance and may be amended as often as deemed necessary by the adopting legislative body. In order for a plan to have regulatory effect, adoption must be by ordinance.

All specific plans must be consistent with the general plan. Within an area covered by a specific plan, all public works projects, subdivision map approvals, and zoning regulations must be consistent with the specific plan. Where specific plan provisions are intended to supplant an area's existing zoning regulations, existing zoning is repealed and the existing zoning map is amended to incorporate the specific plan by reference. This is done to avoid potential conflicts between the existing zoning ordinance and specific plan requirements.

Anticipated Form of the IBC Specific Plan

The IBC Specific Plan may convey policies and regulations in two ways: (1) a "mini-zoning ordinance" approach where the area is divided into separate planning or design units which are named, numbered, or both; or (2) a "graphic presentation" approach where the policies and regulations are described graphically.

Under the first approach ("mini-zoning ordinance"), each planning or design unit would have unique land use regulations, development standards, and other provisions. Policies and regulations pertinent to a given unit would be included in the provisions corresponding to that unit, while provisions of IBC-wide application would comprise a separate section of the plan. A comprehensive map akin to a zoning map would provide visual representation of the planning units. This comprehensive map could itself have regulatory effect or be illustrative only.

The "mini-zoning ordinance" approach would yield a plan attractive to users because of its relative ease of reference. However, such a plan would be feasible to prepare and administer only where the number of planning units is kept below approximately twenty. This is because preparation, administration, and enforcement of standards and regulations for more than a limited number of planning units would become unmanageably complex. Moreover, regulations would have to be largely uniform within each unit, to avoid an unmanageable subset of regulations.

Under the second approach ("graphic representation"), a series of maps would directly convey the plan's major regulatory proposals. These maps, which would have direct regulatory effect, would visually represent plan standards relating to land uses, building heights, design, and other subjects. The maps would be supplemented by text only where necessary for the sake of clarity or explanation.

Preparation, administration, and enforcement of a plan utilizing the "graphic representation" approach would be far easier than that of a plan utilizing the "mini-zoning ordinance" approach. However, users would find a series of graphics more difficult to use, as they would have to compile data from various maps in order to obtain "complete" answers, instead of finding everything in one place. This approach also departs conceptually from zone-type systems and would be difficult for users to comprehend.

IBC Composite Sketch Plan
IMPLEMENTATION

Other Implementation Mechanisms

Although a specific plan is a very flexible and powerful implementation device, other tools are often necessary, especially in an area as complex as the IBC. These tools include subdivision ordinances, impact fee ordinances, development agreements, detailed design standards, and detailed financing plans. The specific plan is one link, albeit the most important one, in the chain of implementation.

RECOMMENDED STRATEGIES

The "Recommended Strategies" section is organized around "key features" in order to focus on a limited number (26) of plan proposals. The key features fall under the subject headings of Urban Framework, Land Use, Transportation, and Other. These key features result from a reorganization of the many goals, including the Task Force goals, that have been discussed during the project. These key features are designed to facilitate discussion of implementation issues and are not necessarily the goals of the specific plan which will be prepared.

For each key feature, a set of recommended implementation strategies is offered. Most of the recommendations relate to the specific plan, but as noted earlier, some refer to other implementation mechanisms.

Urban Framework Key Features**1. PROVIDE HIGH-INTENSITY ACTIVITY CENTERS**

- Mixed use and density/intensity regulations should be included in the specific plan in order to provide the "critical mass" for activity centers.
- The City should encourage and attempt to participate in public/private partnerships in the implementation of the plan in order to influence, if not outright control, the types of uses developed.

2. PRESENT A HUMAN SCALE

- The specific plan should include height and bulk restrictions in appropriate areas.
- Some existing street blocks should be divided into smaller blocks using dedications and purchases (see discussion under Key Feature #15).

3. PROVIDE FOR COHERENT STREETScape

- The specific plan should contain setback and height requirements.
- The City should develop a legal strategy to address the private design review powers contained in the CC&Rs, whether through negotiation, condemnation, litigation, or otherwise.
- The specific plan should contain design guidelines which assure some unifying theme to the urban areas.
- Essential components of the design guidelines should include, among others, setbacks, landscape concepts, heights, and massing.

4. ENCOURAGE INTERNAL TRAFFIC LINKAGES

- The specific plan should prescribe a system of pedestrian walkways that are integrated with mass transit stations, off-street parking, and pedestrian destinations.
- Moving walkways, a shuttle bus system, and a people mover system should be installed (see discussion under Key Feature #12).

5. PROVIDE A MAJOR PARK

- A master park plan should be prepared for the "great space."
- The land for the park, or options on the land, should be acquired as soon as possible after the plan is adopted. Numerous acquisition methods are available including purchase, condemnation, and dedication. A combined approach should be taken in which one or more of the above methods is integrated with a transfer of development credits system to reduce acquisition costs. A financing plan should be prepared as soon as possible after the plan concept is approved and costs of the land are known (see discussion under Key Feature #26).

6. PROVIDE A "GREAT" STREET

- A financing plan for right of way acquisition should be prepared as soon as possible after the plan concept is approved and costs of the land are known (see the discussion under Key Feature #15).

IBC Composite Sketch Plan
IMPLEMENTATION

- The specific plan should contain design guidelines which assure some unifying theme to the "great street." The specific plan should prescribe landscaping and street furniture standards.
- The City should develop a legal strategy for dealing with retail and residential restrictions in the CC&Rs which are inconsistent with the "great street" concept.

7. PROVIDE SMALLER-SCALE PUBLIC SPACES

- The specific plan should provide for the dedication of space or the payment of an in-lieu fee for small public spaces.
- Sources of financing to purchase space, other than dedication/in-lieu fees, should be investigated; this procedure should continue where it is being done currently.
- Existing privately owned spaces suitable for public uses should be identified and dealt with on an individual basis using incentives or purchase.

Land Use Key Features**8. ENCOURAGE INTEGRATION OF MIXED USES**

- The specific plan should contain mixed use provisions which establish minimum and maximum amounts of given uses allowed per a development or development area.
- Public/private partnerships should be utilized to develop mixed use projects.
- The City should develop a legal strategy for dealing with the CC&Rs, be it negotiation, condemnation, litigation, or otherwise, which results in restrictions on retail and residential development being lifted.

9. PROVIDE FOR A MIX OF DESIRABLE HOUSING TYPES AND AFFORDABILITY LEVELS

- A housing office or committee should be established to operate under the IBC implementation organization (see discussion under Key Issue #22).
- Alternatively, should the City establish a citywide housing authority, part of that agency should concentrate its efforts on the housing of the IBC.

IBC Composite Sketch Plan
IMPLEMENTATION

- The City should develop a legal strategy to address the CC&Rs, be it by negotiation, condemnation, litigation, or otherwise, with the goal of eliminating restrictions on residential development in the IBC.
- The City should attempt to establish a single school district to provide educational services for all children within the IBC.
- The specific plan should set ranges of minimum and maximum housing densities in order to provide a mix of housing.
- Current inclusionary requirements for affordable housing should be continued. An exception to these requirements could be made in the case of high density housing built in the first several years after Plan adoption, as an incentive for such housing.
- An in-lieu fee should be required for those multi-family projects for which the developer can show that an on-site inclusionary requirement would not be economically feasible.
- An affordable housing bonus program should be set up for developers who are interested in building more affordable housing than the percentage stipulated by the current inclusionary program. Such a program might offer participating developers density bonuses or enticements of similar value over and above those provided in the existing inclusionary program.
- Non-residential development should be subject to a linkage fee to fund affordable housing which corresponds to the various income levels of people working in the development.
- The legal issues surrounding the establishment of a redevelopment agency should be examined in more detail. A redevelopment agency would be a very powerful tool in implementing the IBC Plan, but the creation of such an agency could result in opposition which might delay implementation of the plan.
- Current efforts to create a citywide nonprofit housing development corporation to develop affordable housing should be continued. A section of such a corporation should concentrate its efforts on the IBC.
- The use of mortgage revenue bonds should be continued in the housing program.
- The current policy of fast-track processing for housing with affordable units should be offered only in coordination with the bonus program discussed above, i.e., as an incentive to provide more affordable housing than is already required.
- The City should offer to provide new, or improve existing, infrastructure for affordable housing, housing in specific areas, or specific types of housing in order to attract initial

IBC Composite Sketch Plan
IMPLEMENTATION

development which will in turn attract other desired development. Infrastructure might include road improvements, water and sewer improvements, and park and recreation facilities. This type of incentive might be offered only for a limited time, such as the first five years after the Plan is adopted, or only for a given number of units. Bonding requirements could be used to ensure developer good faith in seeking project approvals. After the initial period, market forces would be left to produce the desired result.

10. PROVIDE FOR "URBAN" RETAIL, ENTERTAINMENT, AND CULTURAL FACILITIES

- The specific plan should designate desired areas of "urban" uses and contain land use regulations which prescribe an urban mix of uses and densities. The land use regulations should require, for example, that specified amounts of office development be "matched" by specified amounts of retail development.

11. ENCOURAGE SMALL-SCALE RETAIL

- The specific plan should limit maximum floor areas for street-level retail in certain areas.
- Pedestrian traffic should be encouraged by the urban design, transportation, and land use provisions of the plan. Direct incentives could be used if money is available.
- Any incentives should be considered for a limited time period until the retail character of an area is established.

Transportation Key Features

12. FACILITATE PEDESTRIAN TRAVEL AND MASS TRANSIT

- The specific plan should prescribe higher densities near key transit stops and include design standards for the creation of attractive and useful interlocking pedestrian walkways.
- A grade-separated guideway people mover system should be created as an extension to the system proposed by McDonnell-Douglas Realty so as to extend into a complete loop system encompassing the Urban Village south of the I-405 Freeway and connecting to the subregional people mover system north of I-405.
- A shuttle bus system should be established in areas of the IBC with insufficient population or employment densities to justify a linkage to an advanced transit system.

IBC Composite Sketch Plan
IMPLEMENTATION

- Moving walkways should be constructed between the largest employment concentrations, between parking facilities and commercial facilities, from and to the subregional fixed guideway system and the airport terminal, and in other major activity concentrations where walking distances exceed 1000 feet.

13. PROVIDE IMPROVED TRANSIT SYSTEMS

- The City should continue to lobby vigorously for passage of the State Rail Bond issue in June, 1990 to provide funds for the subregional guideway system.
- The possibility of a privately-financed system should also be investigated. The possibility of public/private joint ventures in the station areas appears to be very promising.
- Close coordination should be maintained with the OCTD.
- A working group should be established to prepare a financing plan. A number of financing possibilities exist such as assessment districts, Mello-Roos Community Facilities Districts, and tax increment taxes under the redevelopment law.
- A separate transit system with subscription bus service should be established.
- The IBC should be linked to a multi-modal transit system.
- The operating headways on OCTD buses should be modified.
- The HOV lanes on Route 55 and I-405 should be developed to reflect the IBC needs.

14. REDUCE AUTOMOBILE TRIP GENERATION

- A transportation management program (TMP) should be implemented. Design standards and locational criteria contained in the specific plan should be coordinated with the TMP.
- A system of transportation management organizations (TMOs) should be established and a carpool/vanpool program implemented.

15. PROVIDE FOR NEW STREET RIGHT OF WAY REQUIREMENTS

- The City should require property owners seeking to develop or redevelop their property to dedicate rights of way as a condition of development approval.

IBC Composite Sketch Plan
IMPLEMENTATION

- The City should purchase other rights of way, exercising its power of eminent domain if necessary.
- General fund revenues (perhaps raised through a general obligation bond issue) may be used to purchase rights of way in the short term; however, a financing plan should be developed to determine the best source of funds for future acquisitions. Dedications of rights of way should be used whenever possible.
- The specific plan should include an official map which gives notice to landowners and potential purchasers of the City's intent to acquire rights of way.
- Selected streets should have sufficient width to accommodate an HOV facility and all arterials should have sufficient width to accommodate an 8-foot bicycle lane or off-street trail.

16. ENCOURAGE PEDESTRIAN MOVEMENT

- The land use regulatory provisions of the specific plan should provide for services within walking distance of offices and residences. The land use regulations should also provide for special "urban" areas with smaller-scale retail uses suitable for pedestrian traffic.
- Activity centers should be within walking distance of each other. These measures should be coordinated with those designed to reduce automobile traffic in the IBC (see discussion under Key Feature #14).
- Aerial pedestrian walkways should be used where appropriate.

17. ENCOURAGE BICYCLE TRAFFIC

- The financing plan for infrastructure should include a program for purchase of bicycle paths. Dedications also should be used whenever possible.
- The bikeway network should be completed.
- The plan should require all employers with over 50 employees to provide locker and shower facilities.

18. USE PARKING STRATEGY TO IMPLEMENT LAND USE AND TRANSIT GOALS

- An overall parking strategy should be developed.

IBC Composite Sketch Plan
IMPLEMENTATION

- The specific plan should limit parking near employment centers in order to encourage the use of transit and promote pedestrian traffic.
- On-street parking should be used on some streets within the IBC.
- The specific plan should continue the current shared parking program.
- A parking improvement district should be considered for the purpose of building and operating parking structures so that each development is not required to include parking.
- The parking requirements and dimensions should be reviewed and revised as necessary.
- Parking pricing strategies should be developed to reinforce transit objectives.
- Peripheral parking facilities should be coordinated with the shuttle bus network and guideway people mover system.

19. PROVIDE FOR COMMUTER ACCESSIBILITY

- Land use regulations in the specific plan should permit transit stops where they can serve the majority of users and provide for high intensity uses around transit stops.
- Design standards should integrate the pedestrian walkway system with transit stops to encourage foot movement to and from stops.
- Whenever possible, pedestrian overpasses should be built near major transit stops so pedestrians do not have to compete with automobiles at intersections.

Other Key Features**20. PROVIDE FLEXIBILITY IN WHICH MARKET CAN OPERATE**

- The specific plan should encourage a variety of development to offer as many potential market niches as possible.
- The plan should contain amendment provisions, or adjustment mechanisms akin to variances and use permits, to ensure a system of regulations which can monitor the market and assure that unwanted results are not produced over time.

IBC Composite Sketch Plan
IMPLEMENTATION

21. ADOPT AN EFFICIENT PERMIT PROCESSING SYSTEM

- The specific plan should provide clear regulations and processes.
- A policy manual containing explanatory and supplemental information on procedural issues should be produced.
- Unnecessary discretionary reviews should be eliminated.

22. ENCOURAGE TRANSITION TO NEW USES

- The organizational structure and the personnel in charge of the implementation of the plan should have the following qualities/qualifications:
 - Expertise in managing a large project requiring extensive coordination with several agencies, private companies and public officials;
 - Capability to assume an advocacy role to assure IBC of its fair share of resources;
 - Ability/authority to negotiate with the members of the development community;
 - Ability/authority to directly communicate with the City Council;
 - Expertise in allocating financial resources;
 - Expertise in administration of legal exactions; and
 - Expertise in legal matters related to role of government in development activities.
- The implementing organization must accomplish the following major tasks:
 - Ensure that the City initiate any actions necessary to accomplish the major components of the IBC Plan;
 - Take necessary actions to encourage the development community to initiate development and activities to accomplish the goals of the IBC Plan and accelerate the transition to new uses as provided for in the IBC plan; and
 - Through an efficient monitoring system, ensure that the objectives and implementing policies of the IBC plan are accomplished and adhered to at all times.

IBC Composite Sketch Plan
IMPLEMENTATION

- Additional evaluation of the existing city organizational structure should be conducted to determine if the function and implementation of the IBC plan can be effectively performed under the existing city departmental structure. If the results of this evaluation indicate that the IBC plan implementation is not feasible under the existing City organizational structure, an alternative structure and its various functions should be identified.
- Nonconforming use and structure regulations should prohibit major changes or additions to nonconforming structures and require that all nonconforming structures be made conforming within 20 years after they were first placed in use, but no less than 10 years after the date of adoption of the specific plan, provided these time periods can be established as "reasonable" (the legal standard in California). All nonconforming uses should be required to terminate no later than 10 years, or as soon as a "reasonable" period has elapsed, after the adoption of the specific plan.
- The development approvals of recently approved developments which have not acquired a vested right to develop should be modified to make them subject to linkage fees. In addition, an ordinance should be adopted that provides that new development (before the specific plan is adopted) will be subject to linkage fees.
- Direct incentives for conversion to the new uses in the specific plan have been discussed in earlier sections. The recommended approach is to have these incentives in use only to achieve key features of the plan and only for the initial five years after plan adoption or until a specified level of development is obtained. This approach will cause the market to take note of the new IBC concept but will not reward market decisions that take place once the market has accepted the concept.

23. PHASE AND MONITOR DEVELOPMENT PROGRESS

- A separate transition plan should be developed. This plan should be coordinated with the time periods expressed in the IBC Plan, establish priorities, and set target goals. The goals should ensure that one type of development does not occur at the expense of others.
- The City's existing monitoring system should be evaluated to determine its adequacy for purposes of monitoring IBC project progress. If necessary, a modified monitoring system should provide feedback into the implementation of the transition plan.
- Any EIR mitigation monitoring should be fed back into the transition planning effort.

IBC Composite Sketch Plan
IMPLEMENTATION

24. PROVIDE NEW AND IMPROVED INFRASTRUCTURE

- General fund monies should be used to provide new infrastructure only when other methods are not appropriate or when an incentive is needed to encourage a certain type of development at a certain place.
- A Mello-Roos Community Facilities District should be established to finance new infrastructure which is needed immediately. This mechanism requires a 2/3 vote of the people (or landowners if there are fewer than 12 voters) within the proposed boundaries of the district. Therefore, the voters (or landowners) must perceive a benefit to the formation of the Mello-Roos District or it will not be adopted. Those areas that will not benefit significantly from the Mello-Roos District should be excluded from its proposed boundaries.
- Certificates of participation should be used for those projects or equipment (such as fire trucks) for which voter or landowner approval will be difficult.
- The legal issues surrounding the formation of a redevelopment agency should be examined in more detail. A redevelopment agency is a very useful and powerful tool with its ability to use tax-increment financing and eminent domain. The issue of concern is whether "blight," which is required for creation of a redevelopment project area, can be established.
- Impact fees should be used selectively, perhaps in concert with Mello-Roos funds, to finance infrastructure needed in the future. The first set of problems with impact fees is that the money is often not available when the infrastructure is needed and the rate at which money will be received is hard to predict. Another problem with their use within the IBC is that they discourage conversion to new uses because they are only paid on already-developed land when redevelopment takes place. A third potential problem is that if they are substantial, they may cause desired development to go elsewhere. In spite of these problems, impact fees do serve a role because they provide a direct link between impact-producing development and the financing to deal with those impacts. Fees already collected may be dedicated to current infrastructure needs if consistent with Plan policies or "rededicated" in conformity with infrastructure goals revised as a result of the IBC Plan.
- The specific plan should have a policy which deals with development agreements. Because the approval of a development agreement confers a substantial benefit to a developer, it is reasonable to require that the developer provide some benefits over and above what would otherwise be normal. Implementation of this policy should be on a case-by-case basis.

25. PROVIDE ADEQUATE PUBLIC SERVICES

- See discussion under Key Feature #24

26. PROVIDE COMMUNITY FACILITIES

- Much of the discussion under Key Issue #24 is applicable to the provision of community facilities. In addition, the park in-lieu fee calculation for development within the IBC should be modified to reflect the fair market value of IBC land.
- Facilities which have the potential to be shared between public and private uses, such as recreational facilities which are used during business hours by employees and in the evenings by residents, should be identified.
- A transfer of development credit (TDC) system, identical with or similar to that used in GPA-16, should be used to provide open land for parks when appropriate.

APPENDICES

APPENDIX I - GOALS

IBC Composite Sketch Plan
APPENDIX I - GOALS

IBC GOALS

This Appendix presents the IBC goals for urban framework, land use, transportation and implementation. Each section is divided into three major parts, General Goals, Additional Goals and Specific Goals. The General Goals are those identified by the Task Force. The Additional Goals were identified in consultation with City Staff during the IBC Charette or during the planning process. The Specific Goals were established either by the Task Force or in consultation with City Staff but relate to a specific urban framework, land use, transportation or implementation element (e.g. districts, residential).

URBAN FRAMEWORK GOALS

The following urban framework goals for the IBC Urban Village were established by the IBC Urban Village Task Force at the outset of the planning process. These goals were originally titled "Urban Design Goals". For purposes of clarity, the urban design goals which were established by the Urban Village Task Force are presented as urban framework goals in the following discussion.

General Urban Framework Goals Established by the Task Force

- The IBC Urban Village should be smaller than all of the IBC to encourage interaction within the village.
- There needs to be a definition of the village by either linear, nodal, or radial relationships or a combination thereof.
- The IBC Urban Village needs to present a "human scale" for the pedestrian.
- The Urban Village needs to have a high intensity in order to generate interest, diversity and close proximity to various uses.
- Spatial relationships; linkages of sites, uses and areas; and various focal points shall be defined for the Urban Village.

Additional General Urban Framework Goals

The following additional urban framework goals were established at the Urban Village Charette:

- Create an urban framework of pedestrian scaled streets, activity centers, and linkages within the IBC and between the IBC and the community at large.
- The Urban Village should derive a unique identity within the City of Irvine and the region based on its distinctive urban form, its mix of uses, and its pedestrian orientation.

Specific Urban Framework Goals***Urban Pattern***

- To define the IBC Urban Village by either linear, nodal, or radial relationships or a combination thereof.

IBC Composite Sketch Plan
APPENDIX I - GOALS

Additional Urban Pattern Goals

- Establish an urban pattern that can evolve over time out of the existing pattern that has been established for the IBC.

Districts

Goals Identified by the Task Force

- Integrate development south of the I-405 Freeway with development north of the I-405 Freeway.

Additional District Goals

- The IBC should be composed of several districts.
- Districts within the IBC should achieve their own character distinctions rather than artificially linking the IBC into a single "mega" identity. (Allow for some degree of "purposeful anarchy".) Build on these differences to create complimentary districts within the IBC.
- The Urban Village (or Villages) should be one (or more) of these districts.

Streets

There were no specific goals established by the Task Force for streets. The following goals for streets were identified during the IBC Charette or with City Staff during the planning process:

- Streets should provide for a range of activities above and beyond vehicular circulation.
- Encourage pedestrian movement by utilizing sidewalks as part of the transportation system.
- For pedestrian movement to be successful, proximity to other uses is critical. Spatial relationships within the IBC need to be assessed to promote pedestrian movement.
- To support and encourage walking as a mode of transit:
 - Villages shall contain an internal system of trails linking schools, shopping centers and other public facilities with residences.
 - Convenient and direct pedestrian walkways shall link the City
 - Design and locate land uses to encourage access by non-automotive means.
 - Shopping areas shall be designed for pedestrian access.

Public Spaces

There were no specific goals for the provision of public space defined by the Task Force. The following goals for public spaces was identified City Staff during the planning process.

- A major civic open space should be included as part of the IBC Urban Village.

Natural Features

There were no goals established for natural features by the Task Force. The following goal for natural features was identified with City Staff during the planning process:

IBC Composite Sketch Plan
APPENDIX I - GOALS

- Natural features within the IBC should be preserved and enhanced to enrich the visual quality of IBC.

Goals

There were no goals established for gateways by the Task Force. The following goal was established with City Staff as part of the planning process.

- Establish a system of well-defined gateways which will mark, in a special manner, the entrance to the IBC, the Urban Village, and the various subdistricts, and contribute to the special identity of Irvine.

LAND USE GOALS

General Land Use Goals Established by the Task Force

Several general goals related to land use in the IBC were defined by the Task Force. These include:

- A variety of uses should be provide within the IBC which integrate the family, work, play and education into one environment.
 - While no area can be isolated, a strong attempt should be made to provide a mix of uses that lets the IBC be as self-contained as possible with the intent of minimizing the demand on services provided elsewhere in the city.
- Uses in the IBC should be attractive to the remainder of the City and provide services and goods not normally found in a suburban environment.
 - In order for the IBC to be attractive to the residents of the city, 24 hours a day facilities such as theatres and night clubs that are usually considered a nuisance in a residential setting, but appropriate for an urban setting, should be provided.
 - provision of arts, cultural, public, and architectural features.
- Incentives need to be developed to put uses such as retail or residential on an economic parity with office such as:
 - Higher intensities for residential.
 - Fast tract processing for retail/residential uses.
 - Reduction in parking spaces for retail.
- Transferable development rights (TDR's) should be considered as a way to allow an intensification of one site while maintaining an overall balance for the IBC.
- The City should facilitate the development of uses such as residential or retail when private problems arise (e.g. CC&R's).
- Uses in IBC should be "linked" together to promote non-auto interaction between sites and uses.
 - Other forms of linkages should also be explored such as bus shuttles, air space movement, etc.
- Location of uses is critical for their success and use by pedestrians and commuters.
 - Retail should be easily accessible and visible from the street.
 - Pedestrian linkages need development.
- Develop alternatives for integrating development south of the I-405 with development north of the I-405.

IBC Composite Sketch Plan
APPENDIX I - GOALS

- Evaluate what we have today and start making those areas more user friendly.

Additional General Land Use Goals

The following general land use goals were established during the IBC Charette and in discussions with City Staff:

- Within the bounds of the IBC, create an Urban Village(s) incorporating an integrated and interdependent set of urban uses which include commercial, cultural, and a critical mass of residential and residential support uses.
- Support/service uses shall enrich the variety, complexity and interaction of more traditional and distinctly separate types of land use and zoning (vertical rather than horizontal zoning).
- Provide mechanisms which allow less competitive land uses to compete against "highest and best" uses where such action is appropriate to Urban Village goals or policy requirements.
- Insure through the IBC Urban Village rezoning effort that the City's desired jobs to housing balance is maintained.
- Address the needs of "special groups" within the City whose lifestyle/living options are not currently being provided for by traditional suburban models of development. These special groups may include single parent families and low income families and individuals.
- Residential options should be provided within the IBC for persons who may work in Irvine by are precluded for a variety of reasons from living in Irvine.
- Let districts within the IBC achieve their own character distinctions rather than artificially linking the IBC into a single "mega" identity. Build on these differences to create complimentary districts within the IBC.
- Redistribute development density within the IBC to mitigate traffic impacts and to create alternate transportation solutions.

In summary, the land use program's overall goal is to provide an integrated and well defined mix of uses (both public and private) that maximizes interaction within the IBC and meets the needs of both its employment and residential population.

Specific Land Use Goals

Residential

Goals Identified by the Task Force

- Housing should be provided in the IBC as a means of achieving a better mix of uses and with an attempt to internalize traffic. To do this housing should:
 - Be of a sufficient mix and type to accommodate all economic segments of the IBC worker population. Ways to achieve this mix must be evaluated.
 - Be attractive to people to live in the IBC versus living elsewhere and commuting to the IBC.
 - Be of sufficient intensity to permit a range of housing types and to permit housing to compete economically with office development.
 - Be strategized with a focus on balancing jobs, occupations and economic needs.

IBC Composite Sketch Plan
APPENDIX I - GOALS

Additional Residential Goals

The following additional goals were identified during the IBC Charette and with City Staff during the planning process:

- Provide an inclusionary housing component to address housing supply in Irvine for low to moderate income families consistent with City policy currently being adopted.
- The housing supply should include development disabled accessible low income units.

Office

There were no specific office goals identified by the IBC Task Force. The following office goals were identified during the IBC Charette or with City Staff during the planning process.

- Maintain IBC's leadership in regional office development.
- Create great office addresses.
- Establish a mix of office uses and types (from an urban design perspective.)

*Retail*Goals Identified by the Task Force

- Retail should provide basic services and goods for the IBC population as well as specialized goods normally found in an urban environment that has a larger market area than a village or district shopping center.
- Retail in the IBC should be of a small specialty scale versus large supermarkets though the zoning should not preclude the development of one.

Additional Retail Goals

The following goal was established during the IBC Charette:

- Focus the various categories of retail development at neighborhood and district serving levels rather than region-serving.

The following goals were developed in consultation with City Staff during the planning process:

- Provide retail to support office and residential uses in the IBC.
- Provide a mix of retail uses.
- Because retail uses provide a source of revenue for the City, the provision of retail should be encouraged within the IBC.

Hotel

No specific goals were identified by the Task Force for hotel uses. The following goals were identified in conjunction with City Staff during the planning process.

- A mix of hotels of various price ranges and types should be available in the IBC Urban Village.

IBC Composite Sketch Plan
APPENDIX I - GOALS

- Hotels should be an important component of the Airport District as this area is intended to serve the business traveller.
- To concentrate hotel, restaurant, and associated services into attractive areas so that occupants of hotels are encouraged to stay within the IBC.

Industrial/Warehouse

No specific industrial/warehouse goals were identified by the Task Force. However, the following goal was developed with City Staff as part of the planning process.

- Where existing industrial or warehouse uses do not compete with other goals or have a negative impact on other designated uses, such uses should be allowed to remain.

Community Service and Civic/Cultural Facilities

Goals Identified by the Task Force

- The City should work with the three school districts in IBC to see if children can go to one school district (IUSD).
- Establish an aggressive public facility/cultural/recreational program for IBC and look at ways of implementing that program.

Additional Goals

The following goal was established during the IBC Charette:

- Provide for public, cultural, civic and recreational urban elements within the Urban Village planning framework.

Park/Recreation Facilities

There were no goals identified by the Task Force for Parks and Recreation Facilities. The following goal was identified by City Staff during the planning process.

- Provide parks and recreation facilities in the IBC to adequately serve the residential and employment populations and enhance the quality of life within the IBC.

TRANSPORTATION GOALS

Overall Goals - Land Use Influence on Travel Patterns

- IBC should provide a variety of uses and integrate the family, work, play and education into one environment
- A housing strategy should be developed with a focus on balancing jobs.
- Residential development within IBC should be increased as a means of achieving a balance.

IBC Composite Sketch Plan
APPENDIX I - GOALS

The goals seek a mixed use development with increased emphasis on housing within the IBC. One of the goals is to clearly seek a better jobs-to-housing balance in order to reduce the amount of external automobile traffic generated by new land uses within IBC.

RoadwaysGoals Identified by the Task Force

- The traffic impacts need to be internalized to IBC with little or no impact on adjacent areas.
- The road system should focus on major corridors and perhaps intensity located within areas with collector streets.
- Need to gain an understanding of the traffic distribution within IBC.
- The roadway system should not dominate IBC. With large streets, projects turn inward with a result of isolation to other projects. The goal of IBC roadway system should be to move cars but not at the expense of loss of human scale.

Additional Roadway Goals

- The Urban Framework Preliminary Program definition called for a review of roadway design standards to make sure that these standards were consistent with the future roles of each street within the Urban Village Plan.

TransitGoals Identified by the Task Force

- The transportation system for IBC should be multi-modal in scope.
 - Shuttle should be explored as a way of moving people within IBC and to-and-from IBC.
 - Light rail/fixed rail systems should be explored.
 - Both the internal and external transit demand need to be studied.
- Multi-modal transportation should be phased over time.
- Intensity of development should be tied to a multi-modal system.
- Any form of alternative transportation needs to be on a regular basis to promote participation over time.
- Increase the number of bus shelters within IBC.
- Start utilizing a vanpool system during the lunch period as a linkage to different developments. Information could be used to determine demand and the need for additional permanent forms of transportation.

Transportation Management ProgramGoals Identified by the Task Force

- Transportation Management Plans (TMPs) should be developed for IBC.
- Integrate the IBC Transportation System with proposals being formulated through the City's ITA.

IBC Composite Sketch Plan
APPENDIX I - GOALS

- Need to provide incentives to people to utilize alternative forms of transportation.
 - Through disincentives to the car.
 - Through making the alternatives more attractive than the car.

Additional Transportation Management Program Goals

- Since the formulation of the Task Force goals the Air Quality Maintenance District has published Regulation 15 which requires major employers to develop their own transportation management programs in order to increase auto occupancy to/from their buildings. The efforts of the private sector to meet AQMD goals will assist the TMP goal of the Task Force.

Parking

Goals Identified by the Task Force

- Parking needs to be reduced for certain projects such as mixed use projects and large scale projects.
- Parking demands vary by land use and where different "peaks" occur, better utilization of parking spaces should be developed.
- There are significant over-parking situations, these situations should be addressed and corrected.
- Allowed shared parking between parcels.

Additional Parking Goals

- Review the existing parking standards within IBC and determine whether they reflect the actual parking demand.
- Identify locational priorities within, adjacent to and external to IBC for both long term commute and short term visitor parking.

Pedestrian System

Goals Identified by the Task Force

- Uses in IBC should be "linked" together to promote pedestrian direction between uses and sites
- Location of uses (types of land use) is critical for the success and use by pedestrians and commuters.
 - Retail should be easily accessible and visible from the street concourse.
- Consider developing infrastructure above the ground for pedestrian use.
- IBC fees to urban mobility fees and select an area to change to a user (pedestrian) friendly area.
- The IBC Urban Village should be smaller than all of IBC to encourage interaction within the Village.
 - Scale of the Village is dependent on how the Village is linked - pedestrians, buses, others?
- The IBC Urban Village needs to present "human scale" for the pedestrian.
 - Human Scale can mean higher intensity but designed in such a manner that it is not intimidating.

IBC Composite Sketch Plan
APPENDIX I - GOALS

- The transportation system for IBC should be multi-modal in scope:
 - Pedestrian movement is critical and should be developed to link land uses in IBC and with adjacent areas. Pedestrian movement as "final" link in multi-modal trips should be encouraged.
- For pedestrian movement to work, proximity to other uses is critical. Need to assess spatial relations within IBC to promote pedestrian movement.
- Encourage pedestrian movement that utilizes sidewalks as part of the transportation system.

Additional Pedestrian System Goals

- Public pedestrian movement should not be restricted to the periphery of the parcels, but permitted to cross development sites to effectively link adjacent development and activity areas.

Bikeways

Goals Identified by the Task Force

No goals were identified by the task force in their statement of goals for the IBC rezoning.

Additional Bikeway Goals

- Urban Design Charette identified the desirability of the bikeway system performing as a meaningful component of the overall transportation system rather than simply serving the recreational type of bicycle activity.

IMPLEMENTATION GOALS

General Implementation Goals Established by the Task Force

- Zoning and/or other regulatory devices should be, and remain, flexible in order to account for changing needs.
- Where possible, implementation schemes should employ incentives to encourage desired uses rather than regulations to prohibit undesired uses, in order to let the market determine the character of any one area.
- City procedures for processing development applications should be streamlined so that the time required for processing is reduced.
- Any specific, master, or other plan for the development of IBC should be "self-activating" such that one stage of development may only commence upon the completion of a previous stage or stages.

Specific Implementation Goals

Government and Legal Authority

The subject of Governmental and Legal Authority refers to the extent to which a proposed implementation mechanism requires added legislative authority or mandates shifts in governmental authority to perform its responsibilities. The goals under this subject are as follows:

IBC Composite Sketch Plan
APPENDIX I - GOALS

- Mechanisms should be chosen for which legal authority currently exists. It should not be necessary to draft new state legislation or empower governmental agencies with additional authority.
- An implementation mechanism should address as broad a spectrum of factors relevant to its intended focus as possible. Having few implementation measures with broad scopes is preferable to having many with narrow scopes.
- Implementation mechanisms should, to the maximum extent possible, be compatible with existing organizational systems and structures.

Managerial Capabilities

The subject of Managerial Capabilities refers to the ease or difficulty of administering and overseeing any given implementation mechanism. The goals relative to this subject are as follows:

- Implementation mechanisms should be as easy to manage, regulate, and monitor as possible.
- Implementation mechanisms should seek to disturb established personnel assignments and programs as little as possible.
- Within any given managerial structure, there should be existing authority to implement the mechanism chosen.
- Where various implementation mechanisms are to be employed concurrently, activities attendant to each mechanism should be integrated to the maximum extent possible.
- Implementation schemes should not involve a large number of oversight agencies. One entity should have responsibility for as many mechanisms as possible.
- Implementation mechanisms should not compete with each other for fiscal or staff resources.

Fiscal and Staff Resources

The subject of Fiscal and Staff Resources refers to the costs of implementation mechanisms, both in terms of "dollars and cents" and in terms of allocation of scarce staff resources to processing and similar activities. The goals under this subject are as follows:

- A mechanism should not be chosen unless there are sufficient fiscal resources to implement it fully.
- Implementation of a mechanism should not involve substantial staff additions or reorganization.
- Different implementation mechanisms should not compete with each other for fiscal or staff resources.

Public Accountability

The subject of Fiscal and Staff Resources refers to the need of those who will be affected by an implementation mechanism to have influence over, and information regarding, the mechanism. The goals under this subject are as follows:

IBC Composite Sketch Plan
APPENDIX I - GOALS

- Mechanisms should be implemented through existing institutional arrangements and procedures familiar to the public whenever possible.
- The public should have access to information regarding implementation mechanisms and opportunities for participation in the decision-making process relative to their enactment and administration.

Intergovernmental Relations

The subject of Intergovernmental Relations refers to coordination, dispute prevention, and dispute resolution between governmental bodies involved in or affected by chosen implementation mechanisms. The goals relative to this subject are as follows:

- If an implementation mechanism will require the creation of regulatory, fiscal, or other governmental or quasi-governmental bodies, means should be provided for coordination among such bodies and other affected governmental entities.
- Implementation schemes should provide for the resolution of conflicts between governmental agencies or bodies when and if such conflicts exist or may exist.

Equity

The subject of Equity refers to the need for implementation schemes and mechanisms to be fair in application and administration. The goals relative to this subject are as follows:

- Implementation mechanism standards and enforcement strategies should be administered fairly.
- The costs of implementation mechanisms should be borne by those benefitting from them.

APPENDIX II - FINDINGS

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

IBC FINDINGS

The Urban Framework, Land Use, Transportation and Implementation Findings are based upon a series of analyses of the existing conditions within the IBC. These findings provided the background information from which the initial Urban Framework, Land Use, Transportation and Implementation components were derived and from which the Urban Framework, Land Use, Transportation and Implementation Elements of the IBC Composite Sketch Plan are derived. For a more complete analysis of the existing conditions in the IBC, refer to the "Technical Memorandum - Existing Conditions" dated June 30, 1989.

URBAN FRAMEWORK FINDINGS

Urban Pattern

The existing framework of streets, property lines, drainage channels, railroads and most of the built form within the IBC is planned on a northeast/southwest orthogonal grid.

The existing street grid is overscaled for the needs of pedestrians.

The grid of large-scale roadways and superblocks provides very little guidance to the development of large tracts of land. As a result, it is a constraint to the development of a coordinated human-scaled urban environment.

Districts

There are barriers/edges within and surrounding the IBC (e.g. I-405, San Diego Creek). These barriers and edges define the boundaries and the northern and southern portions of the IBC.

There are several major roadways which cross through the IBC and define subareas within IBC due to their scale, traffic volumes and future traffic-carrying requirements. These include Jamboree, MacArthur, Main, Michelson, Armstrong, Campus, Barranca, Redhill, and Alton.

In addition, barriers and edges such as the drainage channels and railroad rights-of-way also divide several of the subdistricts of the IBC

There are existing activity centers (e.g. John Wayne Airport, Skypark Circle, Koll Center) which can serve as the basis for an expanded pattern of urban activity areas. Generally, however, these existing activity centers are inwardly focussed and have little functional or visual relationships with other activity centers.

There are existing areas of high-density development in the IBC, including the areas north and south of the I-405 Freeway and adjacent to the airport. These higher density areas have high employment population concentrations which can contribute to a pattern of enhanced activity centers described above.

There are existing areas of dense physical form. Generally these areas coincide with existing high density activity centers north and south of the I-405 Freeway and adjacent to the Airport. These areas contribute to the definition of these particular subdistricts, and can be further promoted to provide legibility and a "center" for the IBC.

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

Street Findings

The function of the streets within the IBC varies, but most streets, regardless of their function, are designed to common standards. As the future uses in the IBC will vary, the design standards of its streets can also vary.

Most streets within the IBC are very wide. Some carry large volumes of traffic. Others serve a small volume of traffic.

Some streets have a unique potential to provide a framework for the future development of the IBC because they are entirely within the boundaries of the IBC, within the control of the City of Irvine and do not have large traffic-carrying requirements. Streets of this type provide an opportunity to provide a unifying urban framework to the IBC and a street orientation for new development and urban activities. The most important of these streets include:

- Van Karman.
- DuPont.
- McGaw.

Von Karman has the unique potential to shape the future development of the IBC because it is the only street which is centrally located, connects the north and south, and is almost entirely within the City of Irvine.

Other streets serve regional transportation needs and are, therefore outside of the complete control of the City of Irvine. Major modifications to these streets to reduce their traffic-carrying capacity are generally infeasible. However, the opportunity to improve the character of these streets as image corridors is available. These Primary Streets and Image Corridors include:

- Jamboree.
- Redhill.
- Alton.
- MacArthur.
- Barranca.

Most streets in the IBC are not conducive to pedestrian circulation as many streets have discontinuous sidewalks and little connection between private and public pedestrian facilities. The large block size and absence of active street life in most places also discourages pedestrians.

The organization of streets creates large blocks. This large block size discourages easy circulation for pedestrians and vehicles.

Public Spaces

Currently public spaces within the IBC consist primarily of streets. The streets within the IBC have not been designed with consideration of their important role as public spaces. Rather they are designed exclusively to carry maximum vehicular traffic and provide vehicular access to private properties. Other elements of the existing public realm include:

- Channelized streams.
- Minor public buildings including the OCFD Station, the Post Office, and the former Civic Center property.

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

- Distant views to the Santa Ana and San Jacinto Mountains and less attractive views of immediate adjacent development.
- View corridors from the IBC towards the Santa Ana Mountains and San Joaquin Hills are presently unrestricted.

There are no existing or currently planned public parks or recreation facilities within the IBC.

Natural Features

Generally, there are few natural features which are determinants of the urban framework of the IBC. Those which are of importance include the San Joaquin Marsh, the San Diego Creek and the drainage channels which run throughout the IBC. Most of these natural features are large-scale linear systems. If improved, they provide a primary urban framework opportunity to provide open space, define districts, and establish key linkages within and outside the IBC.

Although not located within the IBC, there are strong views available from the IBC to major natural features off-site including the San Joaquin Hills and San Bernardino Mountains. These views give an important "sense of place" to the IBC and can provide visual relief to the future Urban Village.

Gateway

Currently, there are two primary, three secondary and nine tertiary entry points to the IBC. The primary entry points are those located at each end of the I-405 Freeway as it passes through the IBC. These are the most visible entries to the IBC and give hundreds of thousands of people their impression of Irvine as a whole and the IBC in particular.

Secondary entrances to the IBC are those from all directions along the Primary Streets and Image Corridors. These entry points also provide the first impressions of the IBC to many thousands of people.

Tertiary entry points to the IBC are located at the intersections of the IBC boundary and the less-travelled streets which intersect it. These entry points are also important in providing a positive impression of the IBC. In the future, tertiary entry points may also be identified at the entrances to subdistricts of the IBC. Presently, however, districts within the IBC are not clearly defined and thus have no clearly defined entry points.

The following outlines the Primary, Secondary, and Tertiary entrances to the IBC:

Primary Entry Points

- 405 Freeway - east edge of the IBC.
- 405 Freeway - west edge of the IBC.

Secondary Entry Points

- MacArthur at the 55 Freeway.
- John Wayne Airport.
- Jamboree at Campus.

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

Tertiary Entry Points

- Jamboree at Alton.
- Alton at 55 Freeway.
- Main at 55 Freeway.
- Michelson at San Diego Creek.
- Barranca at San Diego Creek.
- Alton at San Diego Creek.
- Barranca at Red Hill.
- Main at San Diego Creek.

All of the entrances to the IBC are presently poorly-defined and do not signal to the visitors that they have arrived at a special place or a place which is different from its surroundings. Indeed, in many instances, public and private actions have been taken which adversely affect the visual quality and image of IBC. These actions include the unsightly planning of airport ramps and facilities across the I-405 Freeway and the location of parking garages at critical entry intersections.

The lack of well-defined gateways weakens the definition of the IBC and its sub-areas as unified districts. A strong potential exists to create well-defined gateways at currently defined IBC entry portals and also at subdistrict entrances thus establishing a special identity for the IBC.

LAND USE FINDINGS

The land use findings have been divided into General Findings and Specific Findings. The general findings are those which pertain to the general land use issues in the IBC; the specific findings are those which pertain to an individual use.

General Land Use Findings

Although 95% of the IBC is zoned as Mixed Use, there presently is not a mix of uses in the IBC. Rather, land use in each major subarea tends to be single use. Large developments with more than one land use are "multi-use" rather than "mixed-use" developments and are composed of single use structures standing isolated in space.

Total existing land uses in the IBC total approximately 35 million square feet.* Of these, over 32 million are in office and industrial uses.* The Gross Floor Area Ratio (FAR) is, approximately, about 0.4 at present. On a more specific basis, the ratio of building area to site area varies from about 0.25 in purely industrial areas to about 1.0 in some recently proposed mixed use projects.

A mixed use zoning ordinance exists in the IBC but the ordinance does not provide a definition of the mix of uses.

Presently, uses in the IBC are heavily employment oriented with approximately 90,000 employees* concentrated primarily in office and industrial/warehousing uses. The large amount of employees and the relatively small number of residential units in the IBC (403 units) creates a significant jobs/housing imbalance.

* Source: Irvine City Staff

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

The existing zoning regulations do not appear to contribute to an improvement in air quality as required in the South Coast Air Quality Management District's recently adopted Air Quality Management Plan. One of the reasons for this is the IBC's existing jobs/housing imbalance.

Much of the IBC is developed into uses or types of structures which probably will not be compatible with the new IBC plan, thereby potentially producing a large number of non-conforming uses and structures.

Current CC&R's will restrict flexibility in implementing new development standards, urban design guidelines, and landscaping provisions.

Specific Land Use Findings

Residential

Existing residential uses in the IBC are extremely limited. However, significant additional residential development within the IBC has been recently approved or is planned but not yet approved. The following table summarizes existing, approved and planned residential units in the IBC.

Summary of Existing/Approved and Proposed Residential Uses

<u><i>Status/Location</i></u>	<u><i>Number of Units</i></u>	<u><i>Density</i></u>
Existing		
Charter	403 units	45.3 du/acre
Approved		
Douglas Plaza	261 units	44.9 du/acre
Plaza Apts	138 units	46 du/acre
Mola	1,119 units	44.8 du/acre
Trammell Crow	1,442 units	-
Proposed		
McGaw Apts	87 units	45 du/acre
Hillman	1,321 units	-
Douglas	86 units	-
Trammell Crow	360 units	45 du/acre
Total	Dwelling Units	

Under the present Open Space/Conservation element of the General Plan, 3,571 dwelling units are allowed within the IBC. If additional residential development is to be planned in the IBC, the General Plan will require amendment.

Generally, the design of the existing and planned residential development within the IBC does not contribute to a coordinated urban configuration. Rather it is suburban in character or it is freestanding development unrelated to adjacent urban areas.

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

Residential Market Summary

The market analysis prepared by Keyser Marston Associates indicates a potential in the IBC for market rate multi-family residential as summarized below:

<u>Year</u>	<u>Low</u>	<u>High</u>
1988-1995	4,800 d.u.'s	10,100 d.u.'s
1988-2000	5,800 d.u.'s	11,800 d.u.'s
1988-2010	8,800 d.u.'s	21,600 d.u.'s

The price of land in the IBC is very high. Averaging the land values of unimproved/vacant land, existing low intensity industrial land and higher intensity business park land yields an average land value of \$35.00 per square foot. At these land values, residential development is generally not feasible under normal market conditions.

The market analysis indicated the following regarding redevelopment of vacant and industrial land to residential use:

- Unimproved/vacant land is currently selling for approximately \$25 - \$35/square foot. For this land to be feasibly redeveloped into residential uses a density of 30 to 40 du/acre would be required.
- Existing low intensity industrial land with improvements is currently selling for approximately \$80/square foot. For this land to be feasibly redeveloped into residential use a density of 100 du/acre would be required.
- Higher intensity business park industrial land with improvements is currently selling for approximately \$105/square foot. For this land to be feasibly redeveloped into residential uses a density of 130 du/acre would be required.

The existing CC&R's restrict residential land uses in the IBC with the exception of the area east of Von Karman and north of the San Diego Freeway.

Only 8 acres of the total area of 2,549 acres in the IBC are zoned residential.

Current zoning allows residential uses in mixed use areas but does little to encourage urban-type structures, mixes of uses, or the development of neighborhood identity.

Non-residential uses are allowed in the residential zoning districts upon approval of a use permit and a finding that residential uses are not economically feasible.

Residential uses generally are not allowed within the 65db CNEL noise contours around the Orange County Airport without significant mitigation. This restricts land area in the IBC which is suitable for residential uses.

Office

Office is the second most predominant use in the IBC, with a considerable amount of both existing and approved (unbuilt) office uses. There are 18,128,000 square feet* of existing office in the IBC. An additional 15,186,000 square feet* of office has been approved for the IBC but has not yet been constructed.

Existing office uses are concentrated predominantly in the Freeway Center District.

* Source: Irvine City Staff

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

The current zoning allows office uses throughout the IBC but does not reflect the market as to location and intensity of use.

Because the zoning is so undifferentiated with respect to intensity of use, analysis of new development must assume a "worst case" scenario of complete build-out.

Office Market Summary

The market analysis prepared by Keyser Marston Associates indicates a potential in the IBC for additional office development as summarized below:

<u>Year</u>	<u>Low</u>	<u>High</u>
1988-1995	4,770,000 sf	4,770,000 sf
1988-2000	6,310,000 sf	7,410,000 sf
1988-2010	8,930,000 sf	11,990,000 sf

Projections indicate that the market will build Class A office space, rather than Class B space.

Office rents are currently not at the Class A level. Therefore, existing offices that are not Class A type offices (Class B and C) can presently afford to be located in the IBC. As office rents rise these alternative office types will have a more difficult time retaining their present share of the market.

Retail

Existing zoning allows for retail uses throughout the IBC.

The current zoning does not define the mix, location or configuration of retail uses in the IBC.

The lack of specific retail regulations in the zoning ordinance encourages temporary retail uses while landowners wait for a more profitable use.

Existing and planned residential projects will require retail support facilities.

Existing retail is primarily "stand alone" retail.

The existing CC&R's require private approval for all retail development.

Retail uses provide a source of revenue for the City. The provision of retail is of crucial importance in maintaining the fiscal health of the City.

589,300 square feet* of retail and restaurant uses presently exist in the IBC. This retail primarily provides convenience goods and services to the employment population. A small amount of additional retail has been approved for the IBC. This retail will primarily provide additional retail support for the employment population.

Retail Market Summary

The market analysis prepared by Keyser Marston Associates indicates a potential in the IBC for additional retail development as summarized below:

* Source: Irvine City Staff

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

Assumptions

Projected New Households (1988 - 2010)	15,000 du
Projected New Office Development (1988-2010)	10,500,000 sf

	<i>Low</i>	<i>High</i>
<u>Development Potential (1988-2010)</u>	<u>Estimate</u>	<u>Estimate</u>
Comparison Goods (excluding regional malls)	27,000 sf	46,000 sf
Convenience Goods	72,000 sf	109,000 sf
Eating and Drinking Facilities	97,000 sf	116,000 sf
<i>Total Retail/Restaurant Potential</i>	<i>196,000 sf</i>	<i>271,000 sf</i>

Retail demand in the IBC will be tied to residential and employment population growth in the IBC. As these sectors grow, the amount of retail in the IBC will increase. In addition, efforts should be made to increase IBC's retail market share to enhance Urban Village planning objectives.

Hotel

Most of the existing hotel rooms in the IBC are located directly adjacent to the I-405 Freeway or the Airport.

The current zoning allows hotel uses throughout the IBC.

There are 1,476,000 square feet* of existing hotel uses in the IBC. Most existing hotels are located within existing multi-use projects which also contain restaurant and office uses. The hotels in these areas add activity to the area in which they are located during non-office hours.

Hotels generate revenue for the City and are therefore, considered by the City to be a desirable use in the IBC.

Hotel Market Summary

The market analysis prepared by Keyser Marston Associates indicates a potential in the IBC for additional hotel development as summarized below:

<u>Year</u>	<u>Low</u>	<u>High</u>
1988-1995	2,970 rooms	3,060 rooms
1988-2000	3,360 rooms	3,500 rooms
1988-2010	4,030 rooms	4,260 rooms

This translates into support for 8 to 10 new hotels in the IBC between 1988 and 2010.

Warehouse/Industrial

Industrial/Warehouse space occupies the greatest amount of land in the IBC and encompasses 14,720,000 square feet* of building area. Little additional industrial/warehouse space is approved or planned for the IBC, however.

The current zoning allows industrial uses throughout the IBC.

* Source: Irvine City Staff

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

There are three previously defined subdistricts of the IBC which will continue to be well-suited to Industrial/Warehouse uses because of their location under the flight path of the John Wayne Airport. These subdistricts include:

- Skypark Circle
- Redhill East
- Redhill West
- Northeast Industrial

These same subdistricts are less well-suited for other land uses which will constitute the desirable core uses of the Urban Village (Retail, Residential, Class A Office).

Existing densities in the Industrial/Warehouse areas generally range from 0.1 FAR to 0.4 FAR.

Many of the Industrial/Warehouse uses in the IBC generate revenue for the City as they are point of sale businesses. When possible, the City desires to encourage and retain these types of uses.

Industrial/Warehouse Market Summary

It is unlikely that additional Industrial/Warehouse space will be constructed within the IBC as high land values are not competitive with emerging Industrial/Warehouse areas such as the Spectrum development.

Community Service and Civic/Cultural Facilities

The City of Irvine has established standards for community services and civic/cultural facilities. These standards are set forth in the following table - "Community Facilities and Civic/Cultural Facility Requirements". Based upon these standards, this table indicates the community service and civic/cultural facilities required to meet the needs of the projected IBC residents if maximum residential development was achieved.

This residential projection is based upon the maximum allowable residential units as identified in the residential portion of this paper. As discussed previously, actual resident population in the IBC will likely be much lower. This projection serves as a point of departure for discussion of a "highest impact" scenario.

The facility requirements set forth below are derived from the IBC residential population. The family component of this residential population has been utilized to determine the quantity of family serving facilities. The total residential population has been utilized to determine those facilities that cater to all IBC residents.

Parks

Existing Irvine Standards

The existing Irvine standard for parks is set forth in the Irvine Community Parks Masterplan as follows:

<i>Community Park</i>	2 acres/1000 people
<i>Neighborhood Park Total</i>	3 acres/1000 people
<i>Neighborhood Park</i>	1.5 acres/1000 people
<i>Neighborhood Park</i>	1.5 acres/1000 people

There are currently no public parks in the IBC. Based upon the above standards and the existing and currently approved number of residential units in the IBC, the following parkland is required now:

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

	<u>Total Units</u>	<u>Population**</u>	<u>Parkland Required</u>
Existing	403	1,040	2.08 acres Community 3.12 acres Neighborhood
Approved	1,518	3916	7.83 acres Community 11.75 acres Neighborhood
Totals	1,921 units	4,956 people	9.91 acres Community <u>14.87 acres</u> Neighborhood 24.78 acres

** Population derived using the Orange County average of 2.58 persons/unit.

If the IBC achieves a very high population, it may be difficult to meet the existing park standards within the IBC for the following reasons:

- Land values are high in the IBC and may affect the City's ability to convert developed land into parkland.
- There are few parcels which are large enough to accommodate large areas of parkland.
- Irvine Park standards are based upon new development of a village or neighborhood.

Generally, there are no directly applicable park standards for urban districts of the type represented by the current or future IBC. For comparative purposes, existing parkland within the Marina District in San Francisco is 3.2 acres per 1000 people. The planned urban district, Mission Bay, also in San Francisco will provide 3.75 acres of parkland per 1,000 people. It should be noted that these facilities are in the form of neighborhood parks. Community recreation facilities in San Francisco and other urbanized areas are provided in large community parks which serve a number of different districts.

Presently, there are existing community parks with expansion potential outside the IBC. These parks can serve some of the community parks' needs of future IBC residents. There are also several undeveloped villages in Irvine which can be planned to include additional community parkland as they develop.

As is evidenced in San Francisco and other urban areas, community parks are located on large plots of land and serve several districts or villages. The IBC is a single district with a scarcity of undeveloped land to use for large community parks.

In addition, as the IBC employment population grows, the need for usable public parks for lunchtime uses and inter-office activities will grow.

The amount of in-lieu park fees are not being calculated based on the true fair market value of the land within the IBC, thereby raising an amount of money that may be inadequate to buy sufficient park land within the IBC.

Recreation Facilities

Existing recreation facility standards for the City of Irvine were set forth in the Parks, Open Space and Recreation paper included in the June 30, 1989 Existing Conditions Technical Memorandum. Based upon the present Irvine recreation facility standards, the number of facilities which must be provided under this standard for the projected residential population and the total acreage required for each facility, it is evident that not all of

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

these standards can be physically met within the IBC. Consequently a recommendation was made that these standards be reduced. The reasons for reducing the existing standards are as follows:

The present standards are Citywide and are not necessarily applied equally in all districts or villages in the City. Many facilities are provided in major community park lands or in school facilities.

Many of the recreation facilities for which there are standards require large quantities of land. Due to the cost of land, large land areas devoted to public use will be difficult (and costly) to acquire. Facilities which require large land areas include:

- Soccer/Football Fields.
- Softball/Baseball Diamonds.
- Frisbee Golf.
- Competition Pool.
- Golf/Driving Range.

In addition, there are facilities for which the standard is low and therefore, because of the number of facilities required, require a large amount of land.

Because of the shortage of available land within the IBC, certain facilities should be planned for areas outside the IBC. There are several major open spaces which are within an accessible distance of the new IBC neighborhoods. Areas where these facilities might be located to serve the IBC include:

- The Alton/Barranca Activity Corridor.
- Civic Center Park.

The existing Irvine facility standards are dependent upon shared use facilities provided in schools. Without school sites, it is difficult to achieve these standards. Regardless of whether or not school sites are present within the IBC, parks and recreation facilities must be included within the IBC.

The present facility standards, in many cases, call for separate fields or courts for each different activity (e.g. - there are separate standards for softball, football and soccer fields). In most urban areas, multi-purpose fields and courts are provided which can be adapted to a variety of different activities.

TRANSPORTATION FINDINGS

Land Use Influence on Travel Patterns

Even with trip rates adjusted for Irvine conditions and even with a 15 percent trip reduction due to an Irvine Transportation Management Program, the vast majority of afternoon peak hour trips are generated by outbound office trips. In fact, in the First Team Alternative land use assumptions, the resulting travel patterns show that 77 percent of the total outbound trips leaving the IBC in the afternoon peak hour were generated by office land uses.

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

these standards can be physically met within the IBC. Consequently a recommendation was made that these standards be reduced. The reasons for reducing the existing standards are as follows:

The present standards are Citywide and are not necessarily applied equally in all districts or villages in the City. Many facilities are provided in major community park lands or in school facilities.

Many of the recreation facilities for which there are standards require large quantities of land. Due to the cost of land, large land areas devoted to public use will be difficult (and costly) to acquire. Facilities which require large land areas include:

- Soccer/Football Fields.
- Softball/Baseball Diamonds.
- Frisbee Golf.
- Competition Pool.
- Golf/Driving Range.

In addition, there are facilities for which the standard is low and therefore, because of the number of facilities required, require a large amount of land.

Because of the shortage of available land within the IBC, certain facilities should be planned for areas outside the IBC. There are several major open spaces which are within an accessible distance of the new IBC neighborhoods. Areas where these facilities might be located to serve the IBC include:

- The Alton/Barranca Activity Corridor.
- Civic Center Park.

The existing Irvine facility standards are dependent upon shared use facilities provided in schools. Without school sites, it is difficult to achieve these standards. Regardless of whether or not school sites are present within the IBC, parks and recreation facilities must be included within the IBC.

The present facility standards, in many cases, call for separate fields or courts for each different activity (e.g. - there are separate standards for softball, football and soccer fields). In most urban areas, multi-purpose fields and courts are provided which can be adapted to a variety of different activities.

TRANSPORTATION FINDINGS

Land Use Influence on Travel Patterns

Even with trip rates adjusted for Irvine conditions and even with a 15 percent trip reduction due to an Irvine Transportation Management Program, the vast majority of afternoon peak hour trips are generated by outbound office trips. In fact, in the First Team Alternative land use assumptions, the resulting travel patterns show that 77 percent of the total outbound trips leaving the IBC in the afternoon peak hour were generated by office land uses.

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

The modal split analysis indicated that in order for transit to be successful, the IBC must have substantial development (specifically office development) occurring in the immediate vicinity of major transit stations.

Housing should be provided in IBC as a means of achieving a better mix of uses with an attempt to internalize travel.

Roadway Findings

The streets within IBC presently operate at various levels of service with congestion in the peak hours.

The streets within IBC today play different roles in terms of their hierarchy. Some streets today accommodate primarily regional traffic (Jamboree, I-405) while others function as more local-serving streets accommodating traffic to/from and within IBC.

There are presently two intersections which operate at a level of service E or F in the afternoon peak hour, given the present land use pattern in the IBC.

The number of intersection operating at Level of Service E or F is projected to grow to 21 intersections by the year 2010.

There are streets within the IBC that accommodate substantial levels of through traffic. As much as 40 percent non-IBC traffic can be found on some of the key arterials within the IBC.

The predominant traffic flow in the peak hours is made up of east-west traffic through the IBC.

Under current zoning (i.e. maximum of 35 million square feet of office space) the existing roadway system will be severely congested if existing travel patterns continue from now until build out of the IBC.

The IBC area today suffers from a very low automobile occupancy. Even peak hour work commute trips experience an average auto occupancy of only 1.2 persons per auto. This means there is very little ride sharing now going on within the IBC.

There are a number of new roadway corridors planned adjacent to the IBC which could change over time the travel patterns to/from the IBC.

The roadway system could be effected in the future by potential high occupancy vehicle lane along the I-405 corridor and along SR55 corridor.

The roadway system could also be affected by new future land uses adjacent to the INC.

The roadway system in IBC has been designed to accommodate the entire travel demand of the land uses within a 2 to 3 hour peak. If a means can be found to spread the peak, additional land use development could be supported by the same roadway system that exists today.

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

The ITE trip rates used in the model apply to the IBC; they are neither "urban" nor "suburban" but reflect generalized traffic conditions and are used commonly throughout the United States.

Transit Findings

Transit Service to/from and within the IBC is today very poor. Less than 1 percent of the trips to/from the IBC are made via bus.

There are a wide range of appropriate models that could have an application with the IBC:

- Carpools.
- Vanpools.
- Commuter buses.
- Subscription buses.
- Arterial bus service.
- Shuttle buses within IBC.
- Regional fixed guideway line haul systems.
- Sub-regional fixed guideway systems within the City of Irvine.
- Grade separated fixed guideway internal circulator systems within the IBC.
- Commuter rail.

Regional studies are now going on that could make IBC much more transit accessible. These studies include high occupancy vehicle lanes along State Route 55 and Interstate 405 and commuter rail service analysis.

There are potential local transit improvements that seem to have private sector support. An example of this is the proposed people mover connecting the John Wayne Airport and the McDonnell Douglas proposed development.

The atmosphere for regional transit funding appears to be improving in Orange County as evidenced by support for a transit guideway bond issue.

This improving atmosphere has resulted in initial positive reactions to an opportunity for subregional transit. A proposal is being considered to connect IBC with the Irvine Spectrum via a line haul transit system.

There appears to be a trend in Orange County toward a more positive view of the potential role of transit in the overall transportation system as evidenced by the Task Force inclusion of such a goal.

It is clear that there are a limited number of things that the City of Irvine or the Irvine Business Complex can accomplish by themselves. The most effective transit system is one that will connect to and be served by a wider regional transit system.

An internal circulator system in and of itself will not reduce external trips. However, an effective means of distributing and circulating trips within IBC may very well make other transit elements more productive. For example, people will be less reluctant to take a bus to IBC if they know that an excellent distribution system within IBC is available for them to complete their commute trip or for them to move around during the work day.

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

Transportation Management Program Findings

Auto occupancy today for employee commute trips is approximately 1.2 persons per car

This is no overall and approved organized transportation management organization specifically addressing the needs of IBC

Voluntary ride sharing alone will not be sufficient to mitigate the impacts of new development.

The ITA is now working on a Transportation Management Program for the Irvine Business Complex. This work effort is likely to be a two or three year effort focusing on the reduction of external trips to/from IBC.

Parking Findings

Parking within the IBC today is abundant and generally low-priced, if not free.

There is today no hierarchy of parking within the IBC--i.e. there are no preferential locations for carpools/vanpools. Likewise, there is in most developments no priority given to short term visitor parking.

The parking supplies being provided within IBC are generally consistent with the number of spaces required by the City Zoning Code.

The parking standards within IBC are in general now based upon suburban standards. The parking requirements are similar to parking requirements in adjacent communities.

Curb parking has been prohibited on most streets within IBC in favor of traffic capacity and bicycle traffic.

Pedestrian System Findings

The existing pedestrian system does not serve all block faces within the IBC.

The existing pedestrian system does not link land uses together but simply traverses the block face parallel to the street system except in those locations where no sidewalk has been provided at all.

Pedestrian movement in the IBC as defined at this point and time is that movement which is made between parking garages for individual buildings and the building being served by the parking garage.

A number of the streets in the IBC and consequently numerous pedestrian crossings of those streets are sufficiently wide that a pedestrian is not able to cross the street on a single traffic light change.

Generally, there is little opportunity or necessity for pedestrian movement from one building in the IBC to another as the buildings tend to be reasonably distanced apart and the land use has not been planned in such a way as to have complimentary adjoining purposes.

IBC Composite Sketch Plan
APPENDIX II - FINDINGS

Most existing land uses in the IBC force pedestrians to cross "sea of blacktop" to reach use from pedestrian system by having front yards devoted to parking.

Bikeway Findings

The master plan for bikeways with the City of Irvine and specifically the IBC calls an extensive system of Class I and II bikeways to be built along virtually the entire length of all major arterials, other streets, and waterways within the IBC.

A field check of the existing system is discontinuous, consists only of Class II facilities throughout the IBC.

The bikeways that do exist have been designed to Class II standards in most cases and could function as part of the transportation system, were the system complete.

A field check of employers randomly selected within the IBC revealed that an extremely small percentage of employers provided bicycle racks for employees adjacent to their buildings and of those that did only a handful of bicycles were identified.

Numerous cyclists were observed utilizing the bikeway system, however, these tended to be individuals utilizing the system for recreational purposes rather than for commute purposes.

IMPLEMENTATION FINDINGS

Major Findings on Current Implementation Conditions

The current implementation system is not capable of causing the objectives of the new plan to be achieved. The current system does not truly encourage a mix of uses in specific locations; is geared toward the automobile rather than toward the pedestrian; militates against a truly urban scale; and, most importantly, is not facilitative of change. Significant new initiatives will be required to produce the major changes that will be needed.

The most difficult implementation issues appear to relate to the following areas:

- The existence of an extensive network of covenants, conditions, and restrictions (CC&Rs) affecting most properties in the area.
- The problem of financing proposed changes to public improvements.
- The "conversion" of existing uses to the uses set forth in the plan.

APPENDIX III - BUILDING INTENSITY RATIONALE

TEAM ALTERNATIVE 2

IBC PROPOSED SQUARE FOOTAGE BY TRAFFIC ZONES																							
TRAFFIC	TOTAL	O F F I C E					R E S I D E N T I A L				R E T A I L				H O T E L			M / W / S	Total	Total	Overall		
ZONE	AREA	3.0 FAR	1.5 FAR	.75 - 1.0 FAR	.25 FAR	GARDEN	110 du/ac	60 du/ac	45 du/ac	30 du/ac	Von Karm.	Neighbor.	Regional	Airport	Comm'l	Auto Rel.	Business	Neighborh.	Motel	Industrial	SF/Zone	DU's/Zone	Zone FAR
															165,393		300,000				2,946,287	0	1.78
72	37.969		2,480,894																		2,346,589	0	1.37
73*	39.2	513,572		1,515,452										28,815			288,750				493,273	0	1.00
74	11.324			493,273																	1,143,450	0	2.09
75	12.546	646,866	496,584																				
76*	29.8	670,400	37,481	708,721			189				74,630			22,498			300,000				1,813,730	189	1.53
77	71.629	988,000		878,000	90,000		221	496	1,500		104,000	36,000						180,000			2,276,000	2,217	1.71
78	48.258	899,078		569,426	90,000			496	1,137			36,000						180,000			1,774,504	1,633	1.94
79	32.573								1,442												0	1,442	1.52
80	40.03				435,927				1,119			174,370					373,840				984,137	1,119	1.53
81*	14.32			431,679										19,250			288,750				739,679	0	1.19
82*	4.73		113,437	130,413										7,562							251,412	0	1.22
83*	26.45	1,107,187		569,524										15,812			300,000				1,992,523	0	1.73
84	30.331	1,473,799		493,597					456								336,700				2,304,096	456	2.26
85	42.32			1,334,460					775												1,334,460	775	1.35
86	105.18			4,581,640											207,432		600,000				5,389,072	0	1.18
87	47.62	2,340,000	610,692														600,000				3,550,692	0	1.71
88	25.686			837,332					1,025												837,332	1,025	2.12

TEAM ALTERNATIVE 2

IBC PROPOSED SQUARE FOOTAGE BY TRAFFIC ZONES																							
TRAFFIC	TOTAL	O F F I C E					R E S I D E N T I A L				R E T A I L						H O T E L			M / W / S	Total	Total	Overall
ZONE	AREA	3.0 FAR	1.5 FAR	.75 - 1.0 FAR	.25 FAR	GARDEN	110 du/ac	60 du/ac	45 du/ac	30 du/ac	Von Karm.	Neighbor.	Regional	Airport	Comm'l	Auto Rel.	Business	Neighborh.	Motel	Industrial	SF/Zone	DU's/Zone	Zone FAR
89	55.556	1,784,512		1,086,297					202				300,000				300,000				3,470,809	202	1.56
90	17.246			327,707											75,123		423,528				826,358	0	1.10
91	26.289			1,047,138						270											1,047,138	270	1.29
92	96.221					1,246,729										22,540				752,860	2,022,129	0	0.48
93	21.406					254,461										4,558				5,734	264,753	0	0.28
94	88.752					821,865										144,173				337,939	1,303,977	0	0.34
95	15.12					73,392														141,668	215,060	0	0.33
96	4.861															24,031					24,031	0	0.11
97	13.187					208,435										8,270					216,705	0	0.38
98	26.49																				0	0	0.00
99	25.671					394,897										21,114					416,011	0	0.37
100	38.282					23,931										5,000				177,650	206,581	0	0.12
101	46.124					25,120														200,154	225,274	0	0.11
102	36.009	1,514,581		341,736	126,324			695											90,000		2,072,641	695	1.85
103	88.452					321,045			684	953											321,045	1,637	0.75
104	8.016					253,565										31,181				2,577	287,323	0	0.82
105	40.919					860,402										6,819				114,538	981,759	0	0.55
106	18.328	412,500			81,130		434	447			81,130	9,000						60,000			643,760	881	1.97

TEAM ALTERNATIVE 2

IBC PROPOSED SQUARE FOOTAGE BY TRAFFIC ZONES																							
TRAFFIC	TOTAL	O F F I C E					R E S I D E N T I A L				R E T A I L						H O T E L			M / W / S	Total	Total	Overall
ZONE	AREA	3.0 FAR	1.5 FAR	.75 - 1.0 FAR	.25 FAR	GARDEN	110 du/ac	60 du/ac	45 du/ac	30 du/ac	Von Karm.	Neighbor.	Regional	Airport	Comm'l	Auto Rel.	Business	Neighborh.	Motel	Industrial	SF/Zone	DU's/Zone	Zone FAR
107	50.56				52,545			601	473	662		43,692						60,000			156,237	1,736	1.20
108	50.024	470,000		1,042,173			736		613	497	67,000										1,579,173	1,846	1.82
109	54.176				61,312		296	1,056		730		48,483									109,795	2,082	1.19
110	19.499	468,750			103,500		489	345			71,900	9,000						60,000			713,150	834	1.85
111	25.922							487		694		35,328									35,328	1,181	1.53
112	33.99							487		950		35,328									35,328	1,437	1.45
113	12.638									379											0	379	1.10
114	132.897					518,231			477						2,500	200,000				1,556,361	2,277,092	477	0.52
115	70.849	1,561,626		733,663	130,135				1,471										45,000		2,470,424	1,471	1.52
116	31.384					165,247														427,167	592,414	0	0.43
117	35.25					413,817														1,203,779	1,617,596	0	1.05
118	68.915					246,739														961,425	1,208,164	0	0.40
119	51.721					255,962														652,860	908,822	0	0.40
120	46.19	420,789			152,802		393		1,443		74,052	40,500						60,000			748,143	1,836	1.62
121	37.996					712,768									3,125					324,177	1,040,070	0	0.63
122	40.104					330,914														496,911	827,825	0	0.47
123	25.319				30,000				483			12,000									42,000	483	0.69
124	80.036	168,750			112,143		572		719		70,893	27,000					300,000				678,786	1,291	0.65
125	33.003					158,322														561,692	720,014	0	0.50

TEAM ALTERNATIVE 2

IBC PROPOSED SQUARE FOOTAGE BY TRAFFIC ZONES																							
TRAFFIC	TOTAL	O F F I C E					R E S I D E N T I A L				R E T A I L						H O T E L			M / W / S	Total	Total	Overall
ZONE	AREA	3.0 FAR	1.5 FAR	.75 - 1.0 FAR	.25 FAR	GARDEN	110 du/ac	60 du/ac	45 du/ac	30 du/ac	Von Karm.	Neighbor.	Regional	Airport	Comm'l	Auto Rel.	Business	Neighborh.	Motel	Industrial	SF/Zone	DU's/Zone	Zone FAR
TOTAL	2187.368	15,440,410	3,739,088	17,122,231	1,465,818	7,285,842	3,330	5,110	14,019	5,135	543,605	506,701	300,000	93,937	721,259	200,000	4,411,568	600,000	135,000	7,917,492	60,482,951	27,594	1.04

TEAM ALTERNATIVE 3

IBC - PROPOSED SQUARE FOOTAGE BY TRAFFIC ZONES							9/1/89																
TRAFFIC	TOTAL	O F F I C E (incl. R&D and Inst.)					R E S I D E N T I A L				R E T A I L (incl. entert. & rest.)						H O T E L			M/W/S	Total	Total	
ZONE	AREA	3.0 FAR	1.5 FAR	.75 - 1.0 FAR	.25 FAR	GARDEN	110 du/ac	60 du/ac	45 du/ac	30 du/ac	Von Karm.	Neighbor.	Regional	Airport	Comm'l	Auto Rel.	Business	Neighbor.	Motel	Industrial	SF/Zone	DU's/Zone	
72	37.969		2,480,894												165,393		300,000				2,946,287		
73	39.2*	513,572		1,515,452										61,276			303,392				2,393,692		
74	11.324			814,422					100						41,450						855,872	100	
75	12.546	646,866	496,584												73,940						1,217,390		
76	29.8*	670,400	37,481	708,721			189				74,630			22,498			300,000				1,813,730	189	
77	71.629	988,000		878,000	90,000		221	496	1,500		104,000	36,000						180,000			2,276,000	2,217	
78	48.258	899,078		569,426	90,000			496	1,137			36,000			38,834			180,000			1,813,338	1,633	
79	32.573								1,442													1,442	
80	40.03				482,570				1,119			310,000					373,840				1,166,410	1,119	
81	14.32*			431,679										19,250			300,000				750,929		
82	4.73*		113,437	130,413										18,369							262,219		
83	26.45*	1,107,187		569,524										258,680			300,000				2,235,391		
84	30.331	1,473,799		493,597					456						32,621		336,700				2,336,717	456	
85	42.32			1,334,460					775												1,334,460	775	
86	105.18			4,581,640					360						374,700		160,000				5,116,340	360	
87	47.62	2,340,000	632,510												104,310		820,000				3,896,820		
88	25.686			837,332					1,025						31,373						868,705	1,025	

TEAM ALTERNATIVE 3

IBC - PROPOSED SQUARE FOOTAGE BY TRAFFIC ZONES							9/1/89																
TRAFFIC	TOTAL	O F F I C E (incl. R&D and Inst.)					R E S I D E N T I A L				R E T A I L (incl. entert. & rest.)						H O T E L			M / W / S	Total	Total	
ZONE	AREA	3.0 FAR	1.5 FAR	.75 - 1.0 FAR	.25 FAR	GARDEN	110 du/ac	60 du/ac	45 du/ac	30 du/ac	Von Karm.	Neighbor.	Regional	Airport	Comm'l	Auto Rel.	Business	Neighboh.	Motel	Industrial	SF/Zone	DU's/Zone	
89	55.556	1,784,512		1,086,297					202				300,000				300,000				3,470,809	202	
90	17.246			448,320											75,123		423,528				946,971		
91	26.289			1,490,402						270					20,000						1,510,402	270	
92	96.221					1,246,729									36,250					752,860	2,035,839		
93	21.406					254,461									4,558					5,734	264,753		
94	88.752					821,865									144,173					337,939	1,303,977		
95	15.12					73,392														141,668	215,060		
96	4.861														24,031						24,031		
97	13.187					208,435									8,270						216,705		
98	26.49																						
99	25.671					394,897									21,114						416,011		
100	38.282					23,931									5,000					177,650	206,581		
101	46.124					25,120														200,154	225,274		
102	36.009	1,514,581		341,736	126,324			695			30,000								90,000		2,102,641	695	
103	88.452					412,090			684	953					10,200						422,290	1,637	
104	8.016					253,565									31,181					2,577	287,323		
105	40.919					899,337									6,819					114,538	1,020,694		
106	18.328	412,500			81,130		434	447			81,130	9,000						60,000			643,760	881	

TEAM ALTERNATIVE 3

IBC - PROPOSED SQUARE FOOTAGE BY TRAFFIC ZONES							9/1/89																
TRAFFIC	TOTAL	O F F I C E (incl. R&D and Inst.)					R E S I D E N T I A L				R E T A I L (incl. entert. & rest.)						H O T E L			M / W / S	Total	Total	
ZONE	AREA	3.0 FAR	1.5 FAR	.75 - 1.0 FAR	.25 FAR	GARDEN	110 du/ac	60 du/ac	45 du/ac	30 du/ac	Von Karm.	Neighbor.	Regional	Airport	Comm'l	Auto Rel.	Business	Neighbor.	Motel	Industrial	SF/Zone	DU's/Zone	
107	50.56				138,040			601	473	662		43,692						43,692				241,732	1,736
108	50.024	470,000		868,773			736		613	497	67,000							173,400				1,579,173	1,846
109	54.176				622,116		296	1,056		730		48,483										670,599	2,082
110	19.499	168,750			103,500		489	345			71,900	9,000					300,000	60,000				713,150	834
111	25.922				164,757	26,046		487		694		35,328										226,131	1,181
112	33.99				380,629			487		950		35,328										415,957	1,437
113	12.638				59,738					379					46,712							106,450	379
114	132.897					518,231			477						2,500	200,000				1,556,361	2,277,092	477	
115	70.849	1,561,626		733,663	130,135				1,250				281,526						45,000			2,751,950	1,250
116	31.384					165,247														427,281	592,528		
117	35.25					212,862														675,731	888,593		
118	68.915					246,739														961,425	1,208,164		
119	51.721					255,962														652,860	908,822		
120	46.19	420,789			152,802		393		1,443		74,052	40,500						60,000				748,143	1,836
121	37.996					712,391									3,125					324,596	1,040,112		
122	40.104					331,014														496,911	827,925		
123	25.319				79,226				483			12,000										91,226	483
124	80.036	468,750			377,248		572		719		70,893	27,000										943,891	1,291
125	33.003					111,528														394,827	506,355		

TEAM ALTERNATIVE 3

IBC - PROPOSED SQUARE FOOTAGE BY TRAFFIC ZONES																						9/1/89																			
							R E S I D E N T I A L				R E T A I L (incl. entert. & rest.)						H O T E L			M / W / S	Total	Total																			
TRAFFIC	TOTAL	O F F I C E (incl. R&D and Inst.)					110 du/ac	60 du/ac	45 du/ac	30 du/ac	Von Karm.	Neighbor.	Regional	Airport	Comm'l	Auto Rel.	Business	Neighborh.	Motel	Industrial	SF/Zone	DU's/Zone																			
ZONE	AREA	3.0 FAR	1.5 FAR	.75 - 1.0 FAR	.25 FAR	GARDEN																																			
TOTAL		15,440,410	3,760,906	17,833,857	3,078,215	7,193,842	3,330	5,110	14,258	5,135	573,605	642,331	581,526	380,073	1,301,677	200,000	4,217,460	773,400	135,000	7,223,112	63,335,414	27,833																			

[illegible]

U.C. BERKELEY LIBRARIES



C124922726

